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## "BIG BROTHER" AND "LITTLE BROTHER": TWO OF A "FAMILY"—REPRESENTING THE UNIVERSALITY OF CAR-OWNERSHIP.

The ownership of a motor-car is nowadays by no means only a rich man's luxury. Through the enterprise of the motor-manufacturers it has been brought well within the range of a moderate income, by the production of small cars of the type shown on the left in our drawing. There is, in fact, no excuse for anyone

of average means not to possess a car and take to the open road. We may add that cars of every sort and size are illustrated and described elsewhere in this number, in connection with the Motor Show at Olympia. That alluring exhibition contains something to suit the capacities of every purse.

DRAWN BY OUR SPECIAL ARTIST, C. E. TURNER. (COPYRIGHT.)





By G. K. CHESTERTON.

IN connection with the striking play of "Berkeley Square," adapted from Henry James by Mr. Squire and Mr. Balderston, I wrote something last week about the eighteenth century. But there is something more to be said about the Age of Reason, without which what I said last week may be rather misleading.

The eighteenth century is an excellent illustration of a false historical fashion. It is the fashion of abusing a thing, first for one obvious reason, then for another quite opposite reason; and then leaving it alone with all its incompatible vices unreconciled and unexplained. Anyone can describe that age as the age of powder and patches and high-heeled shoes and elaborate bows and mincing compliments. Anybody can describe it as the age of bludgeons and bloody noses and black patches over the eye, as in the pictures of Hogarth; of dirt and drunkenness and brutal sports. As details, they are both true. As generalisations, they cannot be both true. As philosophical explanations, they cannot come within a thousand miles of being true. As explanations, they cannot explain anything; for they cannot explain each other.

We may call eighteenth-century people's dressing and barbering and behaviour artificial, but that gets us no nearer to explaining why we have to complain of them, the next moment, for being a great deal too natural. For they were virile to the point of violence and anarchy. If it was the age of wigs, it was also the age of wigs on the green. It was not only concerned with the nice conduct of a clouded cane, but often with the very nasty conduct of a loaded cudgel. If we only want to make a case against the eighteenth century, we can throw all these ill-matched things at it and leave them there in a heap. But that does not explain anything; not even our own antagonism or our own action.

I have had to deal with a similar fallacy in relation to religious history. I have pointed out that the people who only wanted to make a case against Christianity or the Middle Ages, or what not, were content simply to say that monks were too meek and Crusaders too fierce, and feudalism too crude and heraldry too complicated. In other words, they blamed the age for being as mild as the Confessor and as violent as Cœur de Lion; but they gave no reason for the same thing being too opposite things at once. Many of them, in criticising what I said, have thought it quite enough to say that the two statements were quite true; and this in itself is also quite true. But you have not understood the thing until you have understood its contradiction; until (especially) you understand even its misunderstanding.

The only way to understand an age, whether it be the Age of Reason or the Age of Faith, is to get behind these mere criminal charges, which are used to support each other and really destroy each other. It is to find some common spirit that can be polished in that particular way and coarse in that particular way. A mystical conviction is the cause both of the Franciscan being friendly and the Crusader being hostile. A rational conviction is the cause both of Dr. Johnson being ceremonious and Dr. Johnson being rude. But it is necessary to realise something of what that rational conviction really was; and the only spirit in which it is worth while to study

history is the spirit which can feel a certain enthusiasm for the ideal of each time in turn.

The eighteenth century itself is not a century, as centuries go, that is specially attractive to me. There were not enough fairy-tales in it for my taste; certainly there were not anything like so many people believing in fairies then as there are now. It had no great understanding of children. The men of that time had forgotten the Holy Child of mediæval legend, and had not yet heard of the Happy Child of modern literature. They could not imagine a Peter Pan, for they had lost the religious traditions both of Pan and of Peter. They had silenced all those subconscious voices which speak to simple people of the wonders hidden in this world. In short, they were ignorant of all the thousand things that only the ignorant ever know.

But though I should not be individually drawn towards the Age of Reason, as compared with many

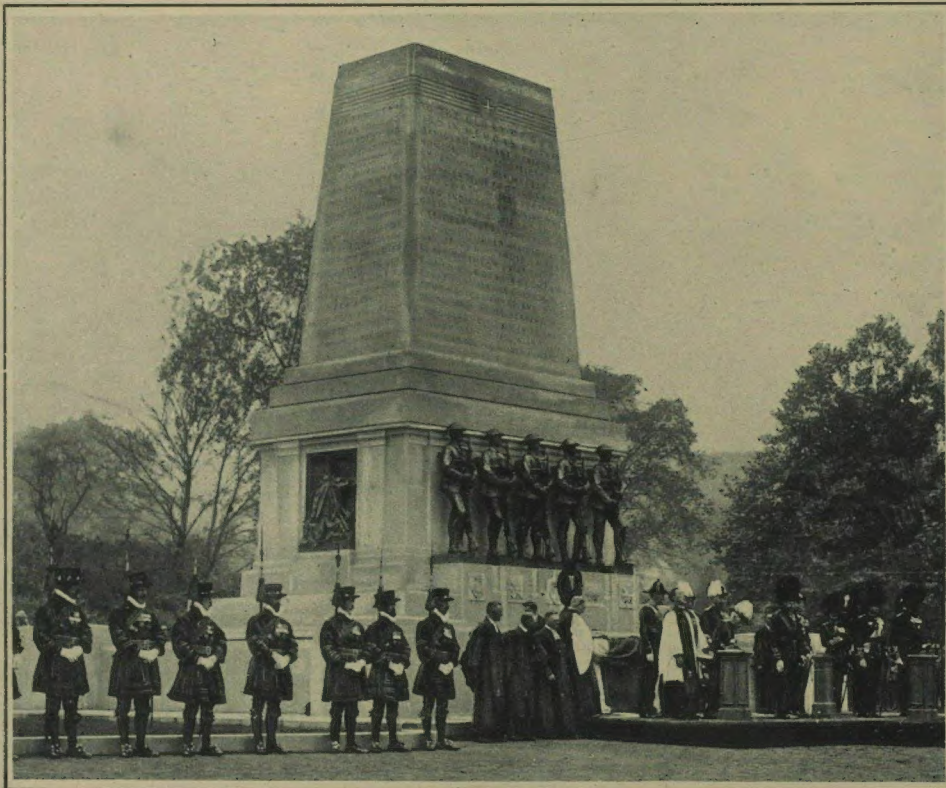
ideal of the eighteenth century; the things that a man dreamed of in his stuffy bedroom or thought about when he had forgotten his stock. The mere facts about their vesture or ventilation are not really facts about them; they are rather facts about us. They are the things that we notice, because to us they are new even in being old. It may throw some light on our character or conditions that this or that detail stands out in a startling fashion from the other details. But it does not throw much light on the minds of our ancestors. The really valuable sort of historical imagination is to guess the things they were thinking about.

The religion of the eighteenth century was finely expressed in the motto of a group of Scottish debating societies famous as the Associated Societies of Edinburgh University. It was *Gloria hominis ratio et oratio*; the glory of man is reason and speech. Their ideal was public spirit in the true sense of the publishing of things; the power of declaring aloud in the forum the secrets of the palace or the corruptions of the senate. There were secrets and corruptions enough, of course, as there are in all times; not so many, I think, as there are in our own time. But this was the vision, the ambition, the day-dream. This was what an honest man wanted to be and a dishonest man pretended to be. The ideal type of that time was what Walpole called a Boy; what the Boy called a Patriot. He was to be a lucid orator denouncing courtiers and placemen; a tribune. He can only be understood in the light of that great Latin literature which these men loved and studied.

We sneer at the old gentlemen quoting Horace while hobnobbing over their port; as if they only quoted Horace when he was hobnobbing over his Falernian. We forget that quoting Horace meant more often quoting great lines about Regulus defying torture for the Republic or the poet returning to the temples of the gods of Rome. In this particular connection it is perhaps a pity that the play "Berkeley Square," which is an excellent play, owes its inspiration to Henry James, who was an admirable writer. For he was not a writer to whom these political enthusiasms meant very much. He could not be expected to specialise in these public, these abstract,

these almost impersonal passions. With all his "sense of the past" he would not have had a strong sense of the value of this part of the past. He would not have understood that a man can long for the forum and the tribune more than for the most delicate old-world garden or the most exquisite oak-panelled interior. He would not have understood anything so obvious. He could hardly even have seen anything so public and prominent.

But, judged by its own moral ideal, which is the only just judgment, the eighteenth century was not so bad as we make out; possibly was not so bad as we are. We talk of its political corruption, but we talk of it because it was talked about. It was exposed and even punished. Great men like Marlborough, powerful men like Dundas, were really forced to resign; often even forced to disgorge. They were much less completely protected than corrupt politicians in our time; and it is no very satisfactory proof of their artificiality and our realism that they powdered heads while we whitewash reputations.



COMMEMORATING OVER 14,000 GUARDSMEN WHO FELL IN THE WAR: THE GUARDS MEMORIAL UNVEILED BY THE DUKE OF CONNAUGHT (SECOND FROM RIGHT), ASSISTED BY THE CENTENARIAN GENERAL HIGGINSON (NEXT BUT ONE TO LEFT, LEANING FORWARD).

In his address before unveiling the Guards Memorial, the Duke of Connaught said, regarding the casualties sustained by the Guards during the war: "652 officers and 14,108 other ranks lost their lives, and 1033 officers and 27,365 other ranks were wounded. Twenty-four Victoria Crosses were gained." On the front of the monument are five figures of Guardsmen in war kit, cast in bronze from cannon captured from the Germans by the Division. A general view of the unveiling ceremony is given on a double-page in this number, while other incidents are illustrated on page 755.—[Photograph by Sport and General.]

ages I think really much more reasonable, if I had to deal with that age I should deal with it more reasonably. I should not criticise it as its own rationalistic critics do. I should not pick out things here and there that happened to offend our modern taste, though in totally opposite ways. I should not blame Chesterfield for being foppish and Johnson for being slovenly; call a minuet stilted and a cockfight vulgar; and then heave a sigh and thank God that I live in better days. That is the way in which the stupidest sort of tourist criticises a foreign country; he thinks everything is being done badly, because he has never tried to find out what people are trying to do.

I should begin at the other end, and try to find out what the eighteenth century was trying to do. I should ask what spirit really prompted their more spirited efforts. The true historian does not want to be told the realities of the eighteenth century; that is, that they had stuffier bed-rooms or stiffer cravats. The true historian wants to be told the



# THE GUARDS MEMORIAL UNVEILING: INCIDENTS OF THE MARCH-PAST.

PHOTOGRAPHS BY L.N.A., C.N., AND SPORT AND GENERAL.



ILLUSTRATING THE MATCHLESS PRECISION AND SYMMETRY OF MOVEMENT TYPICAL OF THE GUARDS: ONE OF THE REGIMENTS MARCHING AWAY AFTER THE UNVEILING CEREMONY.

AT THE SALUTING BASE: THE EARL OF CAVAN AND OTHER OFFICERS AT THE HEAD OF THE IRISH GUARDS IN THE MARCH-PAST PASSING THE DUKE OF CONNAUGHT.



WEARING HER FATHER'S MEDALS: A LITTLE GIRL IN THE GREAT COMPANY OF THE BEREAVED.

THE PRINCE OF WALES AS COLONEL OF THE WELSH GUARDS: AT THE HEAD OF HIS REGIMENT.

ONE OF THE TWENTY-FOUR V.C.'S OF THE GUARDS: COLONEL J. V. CAMPBELL, V.C., AT THE UNVEILING.



EX-GUARDSMEN NOW IN THE POLICE FORCE: ONE OF MANY GROUPS OF WAR-DECORATED POLICE IN THE MARCH-PAST AFTER THE UNVEILING.

BLINDED MEN OF THE WELSH GUARDS PASSING THE SALUTING BASE: A PATHETIC ELEMENT IN THE GREAT MARCH-PAST BEFORE THE DUKE OF CONNAUGHT.

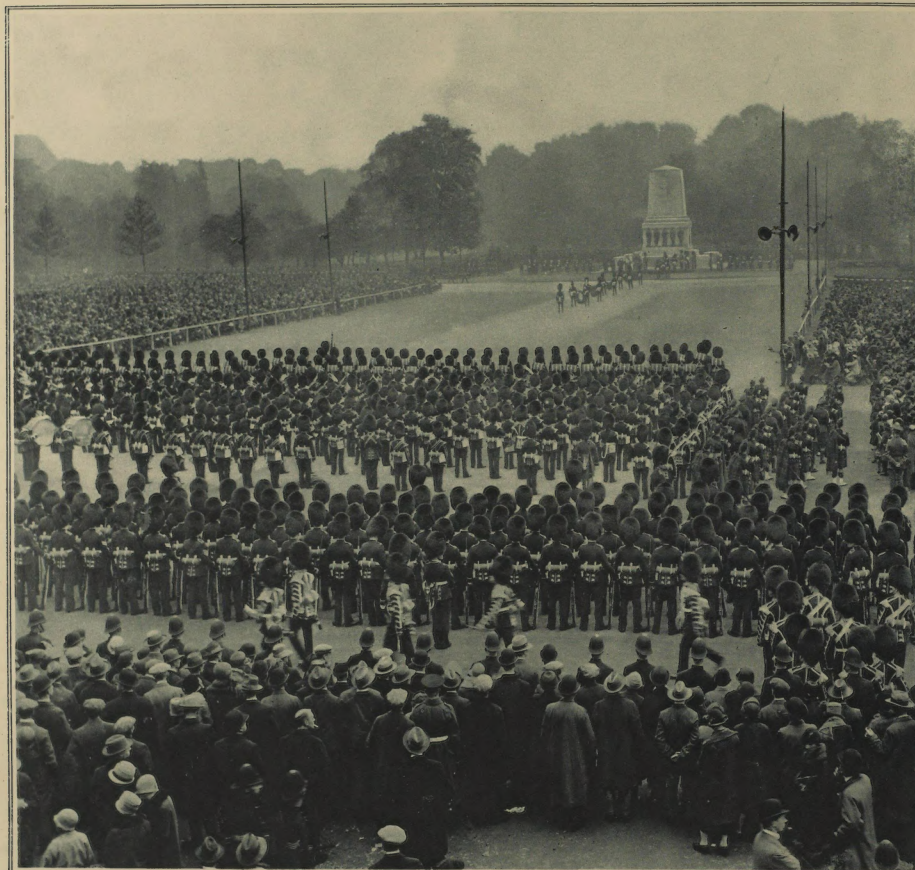
After having unveiled the Guards Memorial (as illustrated on our double-page), the Duke of Connaught drove, with General Higginson, to Clarence House Gate in the Mall, where he took the salute in the march-past. The march was headed by the Guard of Honour of the parade—the King's Company of the 1st Battalion of the Grenadier Guards, preceded by their band, in scarlet and bearskins. After them came the units of the miniature Division in khaki and steel helmets, and then followed the ten battalions of the Guards, in scarlet, each regiment headed by its Colonel, and each battalion followed by its old comrades in civilian dress.

The Prince of Wales headed the Welsh Guards as their Colonel, Lieut.-Gen. Sir Alfred Codrington the Coldstream Guards, Field-Marshal Lord Methuen the Scots Guards, and General the Earl of Cavan the Irish Guards. Among the old comrades' sections a pathetic group was that of the men blinded in the war. There were hundreds of war-decorated police, all ex-Guardsmen, from various parts of the country, as well as London postmen, commissionaires, tram and omnibus drivers and conductors. At the rear of the procession, which took forty minutes to pass the saluting point, were the youngest of the Guards, recruits from the Depot.



## HONOURING THE MAGNIFICENT WAR SERVICES OF THE FLOWER

PHOTOGRAPHS BY G.P.U.



"THE GREAT TRADITIONS OF THE GUARDS, HANDED DOWN TO US FOR OVER TWO AND A HALF CENTURIES . . . HAVE BEEN AN

The Guards Division Memorial on the Horse Guards Parade was unveiled on Saturday, October 16, by Field-Marshal the Duke of Connaught, as senior Colonel of the Regiments of Guards. The ceremony, which was witnessed by large crowds of people, was a brilliant and impressive military spectacle worthy of the magnificent regiments, the flower of the British Army, whose war services were thus commemorated. In front of the monument was a great open square lined on three sides by the present Brigade of Guards. On the north, near the Admiralty buildings (partly seen on the right in the large photograph) were three battalions of the Grenadier Guards; on the east, two battalions of the Scots, and one each of the Irish and Welsh; on the south (left in the photograph) three battalions of the Coldstream Guards. On the west side of the square, to the right and left of the Memorial, were Guardsmen in khaki, detachments from all the battalions in training at the Guards Depot. Behind the Memorial was drawn up a miniature representation of the Guards Division, composed of members of all units as it was constituted during the War, wearing khaki with steel helmets. Within the square was a mass of men and women formed of two separate groups divided by a broad aisle—one consisting of ex-Guardsmen who served in the war and are now in civil life, and the other of relatives of the 652 officers and 14,108 Guardsmen who fell in the war. Before the unveiling the Duke of Connaught, accompanied by the Prince of Wales and other officers, walked up and



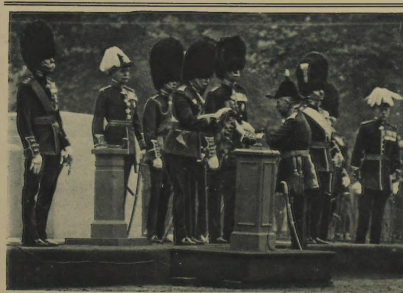
AT THE MEMORIAL: (L. TO R.) GEN. HIGGINSON (BY CHAIR), LORD METHUEN

## OF THE BRITISH ARMY: THE GUARDS MEMORIAL UNVEILED.

AND SPORT AND GENERAL.



EXAMPLE TO US ALL": THE UNVEILING OF THE GUARDS MEMORIAL ON THE HORSE GUARDS PARADE BY THE DUKE OF CONNAUGHT.



THE PRINCE OF WALES, THE DUKE OF CONNAUGHT, AND EARL HAIG.

down this aisle, greeting the old soldiers and the bereaved. He then proceeded to the platform at the base of the Memorial, on either side of which were grouped Yeomen of the Guard (all old Guardsmen) in their picturesque Elizabethan costume. In the course of his address, the Duke said: "The great traditions of the Guards, handed down to us for over two and a half centuries, have been cherished by all those who have served, and by those who are still serving, and they have been an example to us all. . . . Whether in attack or in defence, no other troops were more distinguished in bravery, in endurance, and in discipline." At the conclusion of his address, the Duke invited General Sir George Higginson, the "Father of the Guards," who is over a hundred years old, to assist him in unveiling the Memorial, and took the General's hand in his own to pull the rope which let fall the great Union Jack that covered it. The Memorial was dedicated by the Rev. H. J. Fleming, senior chaplain of the Division when it was first formed in France; and the Benediction was pronounced by the Chaplain-General of the Forces, the Rev. A. C. E. Jarvis. Then followed one of the most moving episodes, the playing of the Scottish lament, "The Flowers of the Forest," by the massed pipers marching slowly up and down the aisle between the ex-Guardsmen and the bereaved relatives. Finally, the Duke laid the King's wreath on the Memorial, and other wreaths were deposited by the Colonels of the five Regiments of the Guards.





## THE WORLD OF SCIENCE.



### STRANGERS WITHIN OUR GATES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

DURING those blissful days of August when I was living the "simple life" in a place remote from anywhere, I was able to probe into many mysteries, and came across many and most seductive facts. Among other things there came to me some pertinent reminders of the dangers which attend experiments made, without due thought, for the

on Woodbastwick Broad, and it has since spread into the neighbouring broads and streams. The economic aspect of this extension is causing some anxiety to the river authorities, as drainage and navigation may be affected, and it may also react adversely on plant and animal life, since it forms so thick a mat as to cut off the light. A hint of what might happen may be drawn from the experience of the Sudd Expedition to the Bahr-el-Gebel in 1901-2, where it was found in such masses as to obstruct the steamer by fouling the paddle-wheel!

The history of Azolla recalls that of the Canadian water-weed (Fig. 1) *Elodea canadensis*—known to aquarium-keepers as "Anacharis"—which was introduced into English waters in some mysterious way about 1843. Its first appearance in these islands is said to have been made in Ireland in 1836. In 1842 it was found in Berwickshire, and at Burton-on-Trent in 1849. By 1851 it had attained so luxuriant a growth as to bid fair completely to block the two streams into which the Trent there divides. The curator of the Botanic Gardens, Cambridge, in 1848, thought it would be nice to extend hospitality to the newcomer at Cambridge, and accordingly introduced it into a backwater of the Cam, with unfortunate results! By 1852 it had spread to the river, and so completely choked it as to raise the water level several inches and to prevent swimming, rowing, and fishing, as well as greatly hindering the towing of barges. At about this time it spread to the Fen district, and so choked the dykes as to impair the drainage. But in a few years, happily, its appalling vigour diminished, without any apparent cause, and it has now taken a quite unobtrusive place among our water-plants.

Some plants, like some animals, display a most disconcerting rate of multiplication when introduced into a new environment, perhaps because freed from outside restraining influences. Some New Zealand settler, sighing for water-cress such as he loved "at home," imported some. He was sorry afterwards! It grew so luxuriously as to choke up the rivers and cause disastrous floods. It grew stems twelve feet long! The rivers could only be kept open at a great outlay. Ultimately

it was checked by planting willow-trees along the banks, the roots of which, entering the water, withdrew much of the food of the now unwanted cress. Perchance this is the controlling factor here at home.

The water-hyacinth (*Eichhornia speciosa*) affords another instance of this intemperate growth. About 1890 this plant was accidentally introduced into the St. John's River, Florida. In seven years it had spread along 200 miles of the river, forming a fringe along each side from 25 ft. to 200 ft. wide. In the summer of 1896 a strong north wind drove the plants up stream, forming a solid mass covering the river for twenty-five miles. So dense was the growth that small boats with screw propellers were unable

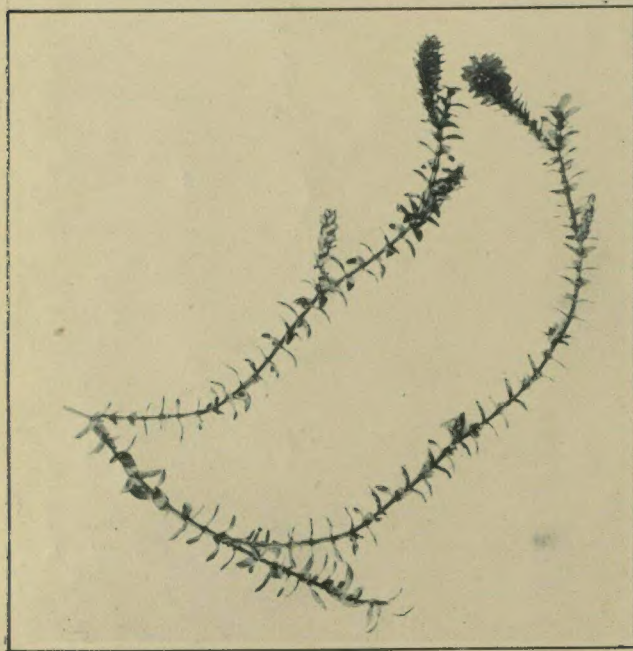


FIG. 1.—A PLANT THAT FORMERLY CHOKED THE TRENT AND PREVENTED ROWING ON THE CAM: THE CANADIAN WATER-WEED, INTRODUCED HERE ABOUT 1843.

Though the Canadian water-weed, commonly known as "Anacharis," is now a quite unobtrusive inhabitant of our streams, when it first gained entry into English waters it grew with such profusion as to choke up the rivers. Only female plants are found in this country.

purpose of forming colonies of plants, or animals, in countries where they had been hitherto unknown. These efforts are well-meaning enough, and prompted sometimes by mere sentiment, sometimes with an eye to utilitarian ends. Though failure commonly results, occasionally the aliens take too kindly to their new surroundings, and bring disaster in their train. The introduction of the rabbit into Australia affords a striking illustration of this kind.

My attention was re-directed to this theme when visiting a friend's house, where I was shown a small pond, in a conservatory, covered with a deliciously green carpet-like mass of moss-like plants, known as *Azolla filioides*. But it was very carefully guarded, as experience has shown that in open water it was a serious menace, though, so far, the worst has not happened. The adjoining photograph (Fig. 2) shows two or three specimens of this little plant, slightly enlarged. It was taken for me the other day, because I could find no illustration, save magnified sections prepared for the microscope. It will be noticed that it grows in a roughly tri-radiate form, composed of short, pinnate leaves, the pinnae being arranged in a scale-like manner. Each, on its under-surface, displays a layer of air-filled cells, so that the plant floats buoyantly on the water, sending down rootlets some two inches long. In these air-cells are found minute blue-green algæ (*Anabaena azollæ*). They are apparently harmless "guests." Its vivid green colouring is succeeded, in the autumn, by a brick-red, as though in competition with the mighty trees of the land!

This little plant, allied to the ferns, is a native of the New World, ranging from Patagonia as far north as California. How, and when, it obtained entry into English waters is not known. It was first detected on the Continent about sixty years ago. Nothing definite is known as to its introduction into Norfolk. Specimens were sent to Norwich in 1903 as "an interesting plant suitable for pools in rock-gardens." In 1908 it was found at large by Mr. F. H. Barclay, in a ditch at Woodbastwick, and showed no tendency to spread till 1912, when phenomenal rains flooded the low-lying districts in August—the optimum time for the distribution of its spores. In the succeeding January it was found



FIG. 2.—A WATER-PLANT IMMIGRANT FROM AMERICA THAT IS A MENACE IN THE BROADS: AZOLLA.

When seen in a natural state Azolla forms a dense, carpet-like mass on the surface of the water, resembling moss. The peculiar character of its leaves can only be seen by the aid of a magnifying glass.

to pass through it. The cost to the log-rolling industry to clear the river was enormous.

New Zealand has suffered much from alien invaders. The common knot-grass (Fig. 3), quite an insignificant weed with us, attains there an enormous size, single plants covering a space of four or five feet in diameter and sending down their roots to a depth of three or four feet.

The sorrel covers hundreds of acres with a sheet of red, forming a dense mat, exterminating other native plants and preventing cultivation. It was found, however, that it can itself be exterminated by sowing the ground with red clover, which will also oust the unwanted knot-weed. But, besides performing this useful office, this plant has also exterminated many of the native weeds. A few years ago, at any rate, hundreds of square miles of the plains of La Plata were covered with two or three species of European thistle, but whether it has now become exterminated I do not know.

A few years ago the prickly-pear was introduced into Australia for the purpose, I believe, of furnishing food for cattle during times of drought. Over large areas it speedily took entire possession of the land. A Government Report which I have just been reading shows that over two hundred different kinds of poison had been used to clear the ground of experimental plots. But the cost of clearing what would otherwise prove valuable grazing-ground was found to be prohibitive.

Experiments were next made with the cochineal insect, introduced and bred for this purpose. It will effectively demolish one species, *Opuntia monacantha*, but it did not seem to give promise of being used as successfully with others. How the matter stands at the present moment I am unable to say. Enough has now been said to show that the greatest caution ought to be displayed in introducing either plants or animals into countries where they are not indigenous.

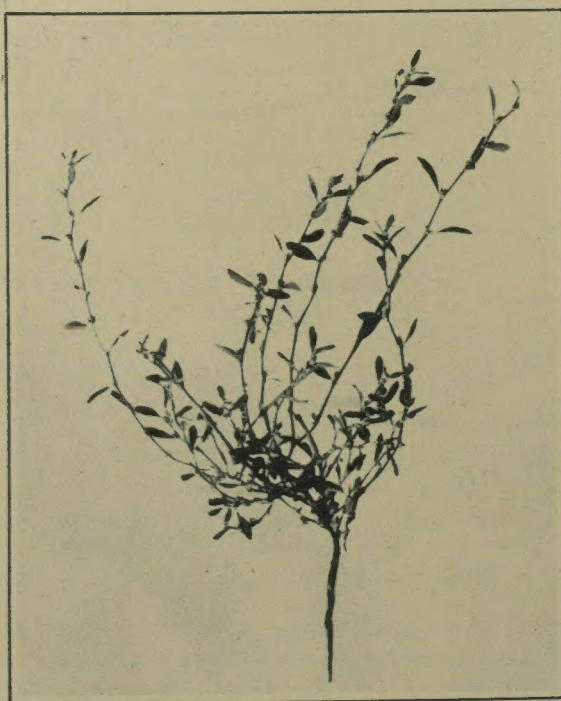


FIG. 3.—A WEED, INSIGNIFICANT IN ENGLAND, THAT HAS ATTAINED HUGE GROWTH IN NEW ZEALAND: THE COMMON KNOT-GRASS.

The common knot-grass, or knot-weed (*Polygonum aviculare*) was introduced into New Zealand by accident, but found its new home particularly invigorating. Plants there attain a diameter of as much as five feet.



# BY "THE MOST USEFUL PEOPLE": DOMESTIC INVENTIONS.

PHOTOGRAPHS BY I.B., PHOTOPRESS, C.N., G.P.U., AND L.N.A.



WHEN BABY RIDES: THE "BRUCAR," A NEW FOLDING "PRAM"—SHOWN OPEN.



WHEN BABY WALKS: THE "BRUCAR," WHICH WEIGHS FOURTEEN POUNDS, FOLDED UP.



FOR DANCERS MORE PARTICULARLY: "TURNO"—FOR LIMB-LOOSENING AND HIGH-KICKING.



ONE OF THE NUMEROUS EXHIBITS DESIGNED TO SIMPLIFY HOUSEWORK: A TWO-IN-ONE SAUCEPAN, WITH A KETTLE CENTRE AND LIDS WHICH MAY BE USED AS FRYING-PANS.



EASE WHILE READING: A THREE-OUNCE BOOK-HOLDER WHICH RESTS ON THE BODY AND IS SLUNG ROUND THE NECK.



IN THE PROCESS OF BEING CONVERTED INTO A TEMPORARY TABLE: A CHILD'S CHAIR WITH "RABBIT" ARMS.



A "SAFETY-FIRST" DEVICE: AN INGENIOUS MEANS OF CLEANING THE OUTSIDES OF WINDOWS.



FOR RESTAURANT USE: A CHAIR HOLDING COAT AND UMBRELLA, AND WITH PLACES FOR HAT AND ATTACHÉ CASE.

At the fourth International Exhibition of Inventions, which was opened at the Central Hall, Westminster, last week, by Lord Askwith, the Home Secretary, stating that he had been much struck by the variety of articles shown, said that there had been in the past a tendency to run down inventors, who, as a matter of fact, were perhaps the most useful people in the world. Lord Askwith, replying, remarked that, with the object of encouraging new ideas, there was a

red box in the Exhibition for the reception of suggestions from the public as to what they want invented. It may be added that the inventions shown, although not, perhaps, of a major order, are of very considerable interest to the Man-in-the-Street and the Woman-in-the-Home. In the Domestic Section, there are almost countless devices for saving time and labour. The Exhibition closes to-day, October 23.



# THE BAD OLD DAYS.

"A HUNDRED WONDERFUL YEARS." By MRS. C. S. PEEL, O.B.E.\*

POETASTERS and playwrights, best-sellers and painters of subject-pictures, all have had their share in the creation of that famous illusion, "The Good Old Days." Pandering to a complacent, comfortable public that shudders at the sordid and purrs at the pleasant, they have hypnotised unthinking generations, contrasting perfections and prettinesses of the past with imperfections of the present, suppressing squalor, dismissing discomfort, and exalting the idyllic and the romantic. And they have been aided and abetted by those whose attitude to Life is the lamentation, What is New is Wrong.

"A Hundred Wonderful Years" is a corrective. Its author looks back from 1920: "George V.; Edward VII., the Peacemaker; Victoria, the central figure of the Victorian Age; William IV., the Sailor King, of whom the Duchess of Kent's secretary said that he resembled a turkey-cock whose nerves had been upset by green tea; George IV., 'handsome, expensive, golden-voiced,' and some say worthless; George III., that poor, blind, deaf, mad old man who died in 1820 when he had been sixty years a king"—an amazing period of progress in social and domestic affairs, a century of constant change and, for the most part, since the 'fifties, of beneficent change.

Think of it at its beginnings; of what was and what is. Remember the three dominant factors of to-day: speedy transport, quick communication, general education. "Five years after the battle of

and was a considerable undertaking; and an old Scottish lady was so scandalised by steam-ships that counteracted the decrees of Providence by going against wind and tide that she would "have nothing to say to those impious vessels." July 1829 saw the first omnibus—on the Paddington Road—; 1834, the Patent Safety Cab, the hansom, that was too "fast" for proper young ladies, even in the 'eighties!

In 1840 the Penny Post was instituted; in 1870, the post-card; in '76 a useable telephone system.

And, as time went on, the fear that the education of the masses was a danger to the aristocracy waned.

The conquest of darkness by gas had already begun. "The first practical application of gas distilled from coal as an illuminant is generally ascribed to William Murdoch, who used it between 1792 and 1802. Then in 1807 a German, named Winsor, lighted Pall Mall with gas, and in 1812 a charter was granted to a company named the Chartered Gas Light and Coke Company—of which the present London Gas Light and Coke Company is the direct descendant." Then electricity. "That clean and convenient illuminant, electric light, we owe chiefly to Edison in the United States, and Swan in England, who in 1879 succeeded in completely solving the practical problem of producing electric light."

What revolutions, when it is recalled that in 1820 "a snipe could be shot in the marsh which now is Eaton Square, and it was pleasant to walk in the cherry gardens of Earl's Court. . . while the tenants of certain houses in Kensington were forbidden to allow their cows to wander in the High Street."

Other points are equally valuable as indicating the advances made during the period under review.

Admiral of the Fleet Lord Fisher, who joined the Navy in 1854, wrote of the "bread-bags" in which ships' biscuit was supplied: "These bread-bags were not preservative; they were creative. A favourite amusement was to put a bit of this biscuit on the table and see how soon all of it would walk away. In fact, one midshipman could gamble away his 'tot' of rum with another midshipman by pitting one bit of biscuit against another. Anyhow, whenever you took a bit of biscuit to eat it you always tapped it edgewise on the table to let the 'grown-ups' get away."

Soldiers, more especially the Other Ranks, were, if anything, worse off. "In 1832 there were barracks in Knightsbridge where seven or eight Guardsmen were stuffed into rooms not seven feet high. The men ate, drank, slept, did everything but drill in the one room, and for some time after the battle of Waterloo the men slept huddled together by fours in wooden cribs."

As to rank-and-file civilians, their conditions of existence were frequently appalling, even allowing for the greater purchasing power of money, and for "relief" and "patronage"; and not forgetting that the poor and the pitifully poor are always with us.

So clean-cut was the division of the classes during a considerable section of the century that it was a mere truism to say that one half did not know how the other half lived; and it must be added that comparatively few cared. The Society for the Prevention of Cruelty to Animals came into being in 1824: sixty years before the Society for the Prevention of Cruelty to Children! That after a New York lady had forced attention by reporting to the S.P.C.A. that an animal was being barbarously treated, and had introduced to the Inspector—a child! Within the hundred years, usually within the first half of them, children were sentenced to death for theft, and to transportation; and in the "Hungry Forties" "pauper children were carted from the country to become slaves in factories . . . babes of four and five acted as 'fanners' in the coal mines, working in lonely darkness for sixteen and eighteen hours at a stretch."

In 1821-32 Cobbett investigated the conditions of the agricultural worker. "At about four miles from Petersfield," he writes, "I asked a man who was

hedging on the side of the road how much he got a day. He said, 1s. 6d.; and he told me that the allowed wages was 7d. a day for the man and a gallon loaf for the rest of his family; that is to say, one pound and two and a quarter ounces of bread for each of them; and nothing more!

And this, observe, is one-third short of the bread allowance of gaols, to say nothing of the meat and clothing and lodging of the inhabitants of gaols. . . .

About the borders of the north of Hampshire, they give to . . . single men two gallon loaves a week, or, in money, two shillings and eightpence, and nothing more." Butter-milk was provided on occasion, and, doubtless, "dole" blankets and coal at Christmas! The wonder is

that some had the resignation to say: "It's the heart, and not that as people 'as, as brings happiness!" But, then, prayers were "on the table" every morning in many a sleek household, and piety was such that a Prussian visitor in 1828 noted of Sunday: "The English have stamped the day with a sort of death-like character; dancing, music, and singing are forbidden; indeed the severely pious hang their canary birds in some remote corner, that no voice of song may offend their ears during these holy hours. . . . No bread must be baked and no useful work performed; but drunkenness and other vices thrive more luxuriantly than on the weekdays. . . . The streets are never so bestrewn with drunken people as on Sunday evenings."

That state of things is no more; those Good Old Days have yielded to the freer workdays and weekends; and Sunday means recreation as well as rest and religion. Gone, too, are the "Sairey Gamps," the bath-less homes, bad drainage, sewerless slums with cesspools beneath the houses, ever-closed windows, bullied servants, crushed clerks and sweated craftsmen and labourers. There are misunderstandings still; but there is much more understanding. Fools and their follies there will always be—and in every degree. Fortunately, most are sane.

"The World," says the song, "went very well then." That is mere lyric-making and it is



IN 1861: SOCIETY YACHTING!



WINTER SPORT IN 1865! THE SAFETY SKATING FRAME.

Reproductions from "A Hundred Wonderful Years," by Courtesy of the Publishers, Messrs. John Lane, Ltd.

Waterloo, no one could travel or convey news faster than a horse could travel. . . . "The great cities had to be fed and London demanded the fat of the land," so George Macaulay Trevelyan tells us. "Supplies came in by canal boat, and night and day hundreds of horses in relays were coming up at trot and gallop from the South Coast, and even from the Berwick and Solway salmon fisheries, bringing fresh to Billingsgate the best fish of every port. A hundred thousand head of cattle and three-quarters of a million sheep yearly walked up to Smithfield for the slaughter, many of them from Scotland or from the borders of Wales. But strangest of all to the modern eye would be the droves of geese and turkeys, two or three thousand at a time, waddling slowly and loquaciously along all the roads to London for a hundred miles round, between August and October, feeding on the stubble of the fields through which they passed." Sterne mentions turkeys driven with "a stick and a red clout," and so turkeys and geese were driven until it became possible to send their dead bodies to market by train. To harden and protect their feet before setting off on the journey from which they never returned, geese were made to waddle first through tar and then through sand."

Railway-building started in 1823, and for long many deemed it "flying in the face of the Almighty" to mount the new "coaches." The sleeping-car did not arrive until fifty years later, and the restaurant-car was unknown before '79. As for the sea: "In 1838, a voyage to America lasted for several weeks,



THE VOLUMINOUS BATHING-DRESS: MID-VICTORIAN SEASIDE FASHIONS.

Certain of the bathing-dresses called for twelve yards of serge!

untrue: it does not go very well even now; but it goes very much better. The Good Old Days were the Bad Old Days!

From all of which it must not be imagined that the Magic Carpet of Mrs. Peel's contrivance is a depressing affair of fustian: the drab threads of the Past form but the rough fabric of a foundation into which are woven the bright, kaleidoscopic, curious patterns of the Present and the golden promises of the Future.

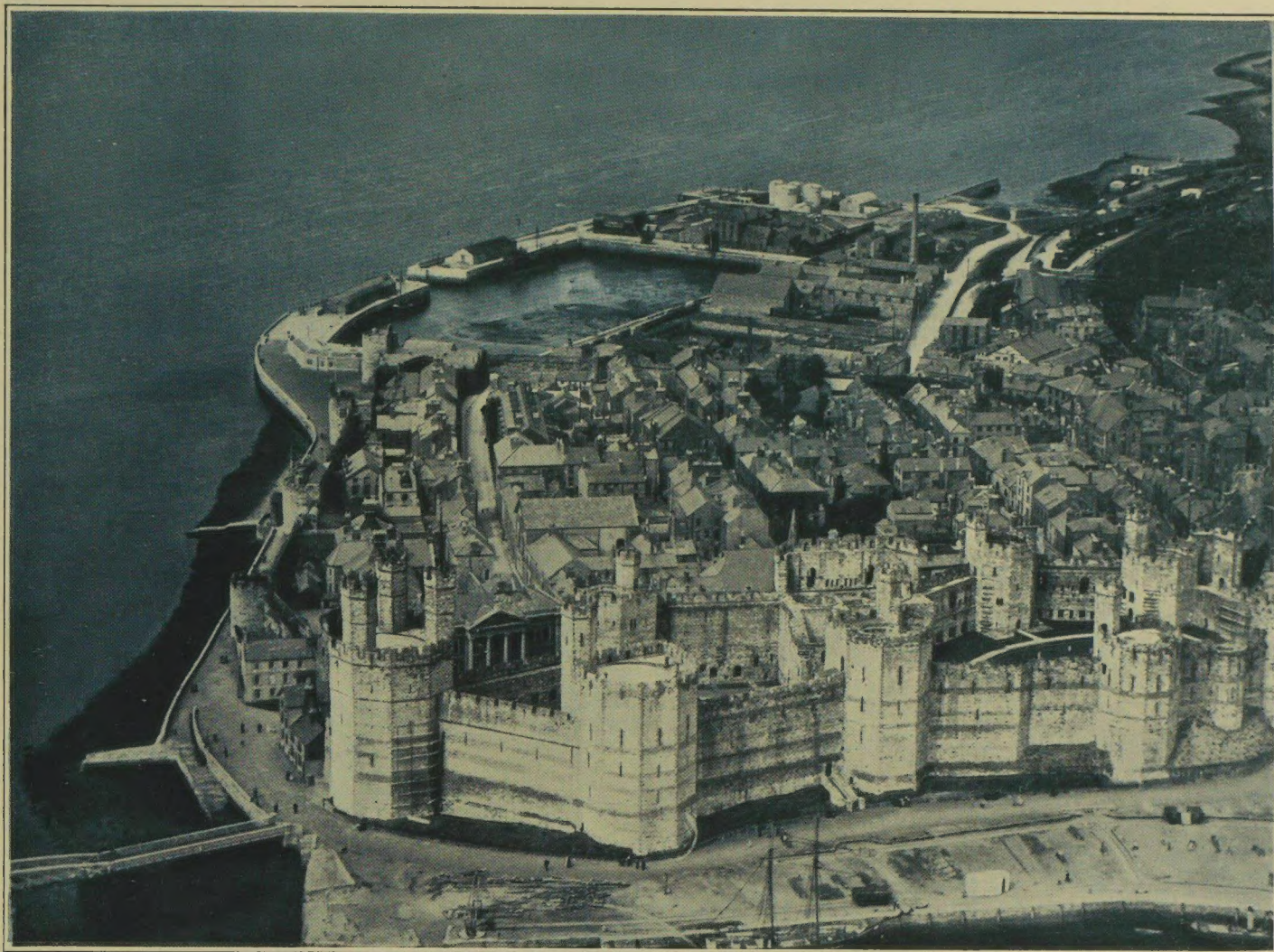
E. H. G.

\* "A Hundred Wonderful Years: Social and Domestic Life of a Century, 1820-1920." By Mrs. C. S. Peel, O.B.E. With Seventy Illustrations from Photographs, Prints and Newspapers of the Period. (John Lane; 15s. net.)

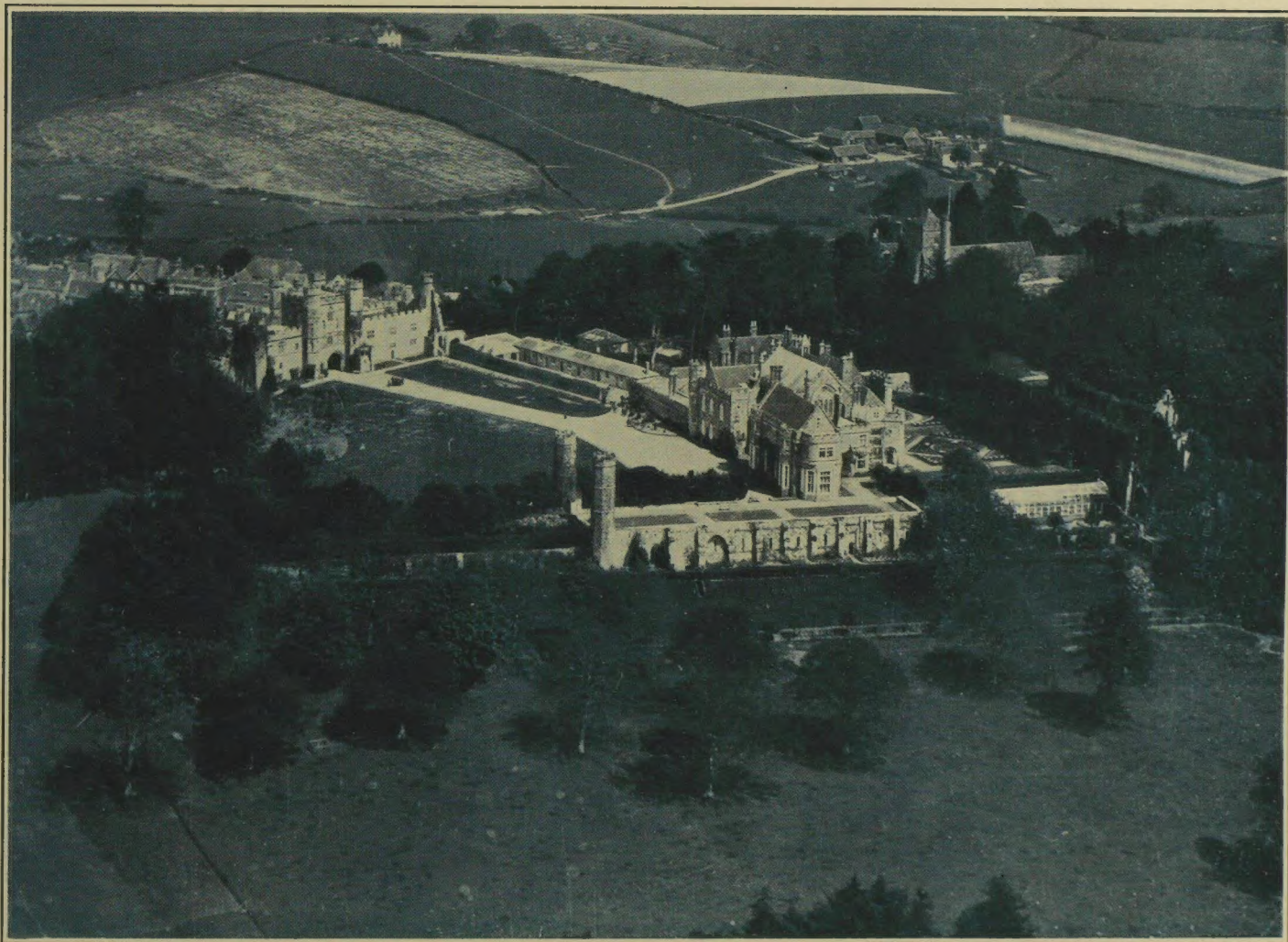


# CASTLES FROM THE AIR: PLACES OF PILGRIMAGE FOR MOTORISTS.

PHOTOGRAPHS BY AEROFILMS, LTD., THE LONDON AERODROME, HENDON.



WHERE THE FIRST  
PRINCE OF WALES  
WAS BORN  
AND THE PRESENT  
PRINCE OF WALES  
WAS INVESTED:  
CARNARVON CASTLE—  
A PHOTOGRAPH  
TAKEN FROM  
THE AIR.



PARTLY THE  
RESULT OF WILLIAM  
THE CONQUEROR  
PUTTING ON HIS  
SHIRT OF MAIL  
THE WRONG WAY  
ROUND ON THE  
FATEFUL MORNING!  
BATTLE ABBEY—  
SEEN FROM THE AIR.

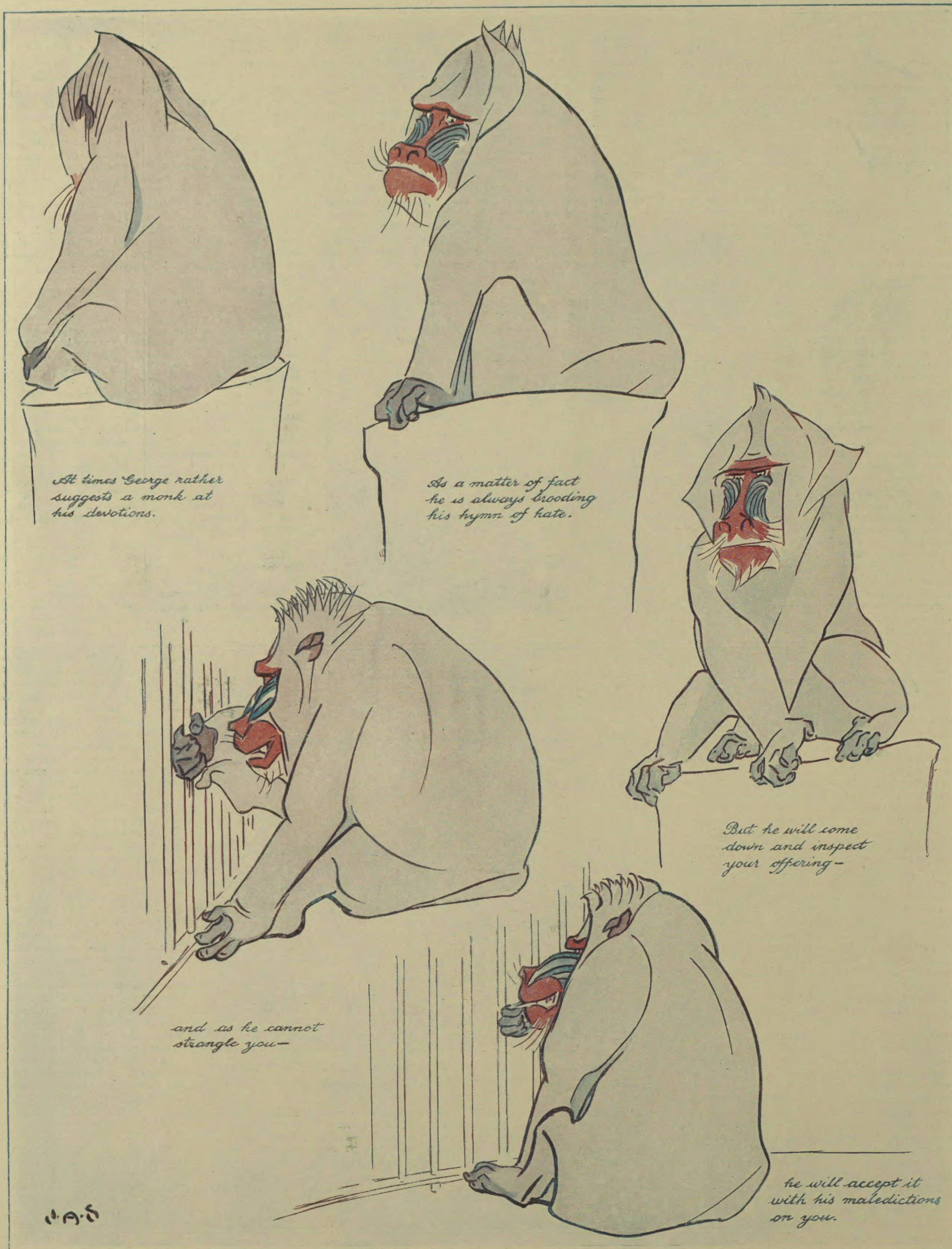
Old castles and historic buildings generally are favourite places of pilgrimage on motoring tours. Carnarvon Castle was built by Edward I., and his son, the first Prince of Wales (afterwards Edward II.), was born there on April 25, 1284. It was on account of this association that the castle was chosen as the scene of the investiture of our present Prince of Wales, a ceremony that took place there on July 13, 1911. A famous event in the early history was the unsuccessful siege by Owen Glendower in 1402. The buildings are in excellent preservation.—Battle Abbey, near Hastings, was built on the scene of William the Conqueror's victory of October 14, 1066. "When William was arming for the fight," says

Mr. F. G. Brabant in "Rambles in Sussex," "he is said to have inadvertently put on his shirt of mail with the hind side in front. Partly in order to avert the bad omen, he vowed that, if victorious, he would build on the very site of the battle a great abbey to St. Martin." It was finally dedicated by William Rufus in 1094. Many later Kings visited it—King John four times; Edward I. in 1276 and 1302, and Edward II. in 1324. At the dissolution of the monasteries, under Henry VIII., the buildings were given to Sir Anthony Browne, who "added to the Abbot's Lodge a west wing for the use of his ward, the Princess Elizabeth."



# HUMOURS OF THE "ZOO": STUDIES OF ANIMAL LIFE.—No. XXX.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD. (COPYRIGHTED.)



## GEORGE, THE MANDRILL, IS OFFERED A SWEETMEAT.

"Oh, why sketch it?" a voice wailed. "At least, it has clearly defined features," answered a more sophisticated voice. "What a nightmare!" exclaimed a third. Amidst a babel of similar outcries, George, the Mandrill, sits as adamant, brooding his hymn of hate on all mankind, with malice his ruling passion. Those who survive the first shock of George remain to admire: his

powerful build, robust health, and perfect grooming make this possible. He frankly hates you, would harm you—kill you. He is the most ferocious brute in the Gardens; you realise this and keep out of harm's way. His hideousness is not repulsive. All the same, for those who feel that "The beautiful alone is not good for man," we recommend a visit to George as a corrective.



## BOOKS OF THE DAY.

LAST week I described myself as a gleaner in the autumn book harvest. This week I feel more like a sweeper-up of autumn leaves, so thickly do they shower upon me from the forest of publishing offices. And first I will apply the broom to a new-fallen pile from various branches of biography, beginning with a leaf from a family tree.

A sporting statesman of the old school, and one of the most popular men of his time, is commemorated in "HENRY CHAPLIN: A MEMOIR," prepared by his daughter, the Marchioness of Londonderry, with illustrations (Macmillan; 21s. net)—a book wherein literary skill and family affection combine with the happiest results. "When he died on May 29, 1923," writes Lady Londonderry, "it was universally felt that the world had lost more than an outstanding figure on the turf and in the hunting-field—more than a great authority on agriculture. . . . The 'Squire' . . . was almost the last representative of that type of landed gentry whose political and social influence had meant so much to Victorian England. . . . This memoir tells of men and women and modes of life that will not come again." The problem of continuity, which always confronts the chronicler of a varied life, has been solved by a subject classification, separate chapters being assigned to Lord Chaplin's principal interests—family and social life, public affairs, hunting, deer-stalking, and racing.

The soldier at an outpost of Empire can always be trusted for interesting experiences. A case in point is "SPORT AND SERVICE IN AFRICA," by Lieutenant-Colonel A. H. W. Haywood, C.M.G., D.S.O., with illustrations and a map (Seeley Service; 2s. net). This is a "record of big-game shooting, campaigning, and adventure in the hinterland of Nigeria, the Cameroons, and Togoland, with an account of the ways of native soldiers and inhabitants, and a description of their villages and customs, as well as of the fauna and flora." Colonel Haywood's narrative begins in 1903, and covers about twenty years, including, of course, those of the war. His first war incident had its humorous side. At Calabar, on the Cross River, a ship was signalled rapidly approaching from the sea after 6 p.m., contrary to regulations. The "enemy" was engaged by heavy fire, ran ashore, and capitulated, when it was discovered she was a British cargo steamer.

Military adventures of an earlier day are related in "OLD STICK-LEG," extracts from the diaries of Major Thomas Austin (1794-1881), arranged by Brigadier-General H. H. Austin, C.B., C.M.G., D.S.O., with numerous illustrations (Geoffrey Bles; 10s. 6d. net). The book shows what war meant in Napoleonic times to a dashing young officer, for "Old Stick-Leg" was only fifteen when he got his commission. His leg was shot off by a cannon-ball at Merxem in 1814, while he and his men were driving back a party of French who had nearly surrounded the Duke of Clarence (afterwards William IV.) His account of the amputation (ten minutes of torture without anaesthetics!) reveals extraordinary heroism. "I was too proud," he says, "holding the position of an officer . . . bound to set an example . . . to allow a groan or sigh to escape me." The "blurb" on the jacket, by the way, seems to have got a little mixed, for it ascribes the incident to the Walcheren Expedition of 1809. This reminds me of that Bellocian hero—

Who lost a leg at Waterloo,  
And Quatre-Bras, and Ligny too.

Major Austin also had certain adventures at sea, among other things being chased in the Channel by a French privateer. Craft of that type form the subject of a fascinating "footnote to history" that reaches me from across the Atlantic—"RHODE ISLAND PRIVATEERS IN KING GEORGE'S WAR, 1739-48," by Howard M. Chapin, with illustrations (printed for the Rhode Island Historical Society, Providence). Here we have a record that teems with the names and exploits of ships and men, in a trade rather more strenuous than "rum-running." If not exactly a learned profession, privateering seems to have attracted men of learning. "Many of the privateers," I read, "have classical names, showing their owners' acquaintance with and admiration of classical literature."

Another book of nautical interest is "SEAFARING," by Captain George P. Broughton, master mariner, illustrated in colours by Kenneth D. Shoemith, R.I. (Faber and Gwyer; 15s. net). The real tang of the sea is in these memories by an "old salt" of life aboard sailing-ships in bygone days. It has end-papers of sailors' knots, and several old sea chanteys with their traditional music. One verse goes like this—

Oh Sally Rackett, Hi-o!  
Pawnd my best jacket, Hi-o-o!  
And kept the ticket, Hi-o

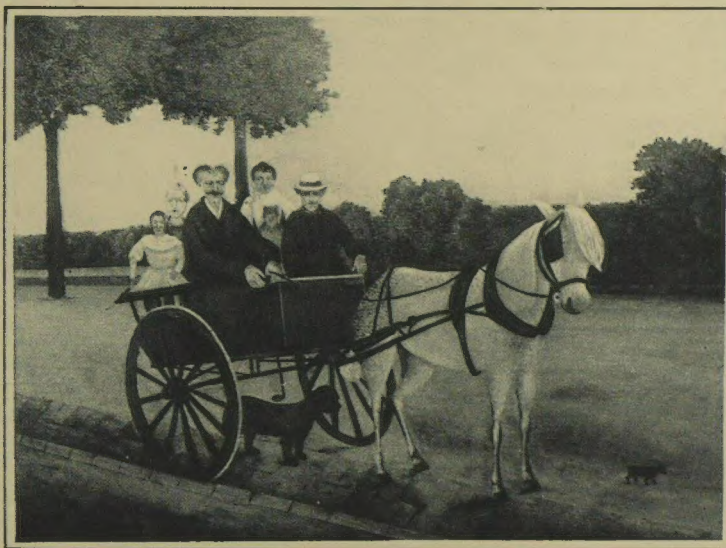
Not quite so robustious as Stevenson's "Yo-ho-ho! and a bottle of rum!" but possibly more authentic.

In the spinning of nautical yarns the old-time sailor holds no monopoly. He may say, with the cave-men, that "romance is dead," and meanwhile romance brings up the ocean liner. The yarns her people spin may differ in hue and texture, but they are none the less enthralling. I have noticed of late that ships' officers have begun to realise what fine material they possess for personal memoirs, owing to their exceptional facilities for hobnobbing with celebrated folk more or less at leisure and in expansive mood. Quite lately I reviewed such a book by the chief surgeon of the *Majestic*. Now comes a kindred work—"REMINISCENCES OF TRANSATLANTIC TRAVELLERS," by Charles T. Spedding (for many years purser of the *Aquitania*), illustrated (Fisher Unwin; 15s. net). Mr. Spedding seems to have met all the remarkable people in recent history, or heard stories about them. His experiences, both in peace and war, make excellent reading. This book, I take it, may be one of the last to bear the separate imprint of Fisher Unwin before the amalgamation with the firm of Ernest Benn.

Next I turn to a pair of books which both owe their existence to the war, and between which there are strong links of association. "TALES OF THREE CAMPAIGNS," by



THE ART OF HENRI ROUSSEAU (THE "DOUANIER"): A MEMORY OF HIS EXPERIENCES IN MEXICO—"SINGES DANS LA FORET," IN THE LEFÈVRE GALLERIES EXHIBITION.



BY A FRENCH CUSTOMS OFFICER WHO BECAME FAMOUS AS A PAINTER: HENRI ROUSSEAU'S "LA CARRIOLE DU PÈRE JUNIET," EXHIBITED AT THE LEFÈVRE GALLERIES.

Henri Rousseau, called the "Douanier" because he was for many years employed in the Paris *octroi*, was born at Laval in 1844, and died in Paris in 1910. In his youth he served in Mexico, as a musician in the French army. He exhibited regularly at the "Salon des Indépendants," from 1884 and at the "Salon d'Automne" from 1903 until his death. In the catalogue of the recently opened exhibition of his work at the Lefèvre Galleries, M. Roch Grey says: "With infinite precautions, and after the greatest difficulties, the almost priceless works of the 'Douanier' Rousseau have been gathered together and brought to England."—[Photographs by Topical.]

Major C. B. Brereton, 12th (Nelson) Company, N.Z.E.F., illustrated (Selwyn and Blount; 18s. net), is aptly described as "a soldier's plain unvarnished story of the part played by the New Zealanders in the Great War." The three campaigns are the battle of the Suez Canal (illustrated in a coloured frontispiece), the heroic struggle in Gallipoli, and the battle of the Somme. Major Brereton had a great subject, and he has treated it worthily. While much of his record is inseparable from tragedy, there is still that element of cheery humour that was so wonderful during the war itself among the British and Dominion troops.

The companion volume—historically a sequel—is "GALLIPOLI TO-DAY," by T. J. Pemberton; with an

Introduction by General Sir Ian Hamilton; illustrated (Ernest Benn; 10s. 6d. net). This is a beautifully written book, conceived in a spirit of homage to our heroic dead, and of compassion towards the bereaved. Mr. Pemberton gives a word-picture of the Peninsula in its natural aspects, and describes the various war-memorials and cemeteries established there by the Imperial War Graves Commission. "The Memorials," he says, "stand as evidence of a united Empire. They have been erected in the faith that the Commonwealth of Nations will continue to be the greatest power for good in the world." His book is "more particularly dedicated to the many thousands of people in Great Britain, Australia, and New Zealand who suffered grievous loss through the Gallipoli campaign." It will surely bring them solace, and its publication coincides appropriately with the present gathering in London of men from the Dominions for the Imperial Conference.

A general survey of post-war conditions, not only in Turkey, but in Egypt and India, is presented in "THE CHANGING EAST," by J. A. Spender; with a frontispiece (Cassell; 10s. 6d. net). The frontispiece is a portrait of Kemal Pasha. Mr. Spender, I need hardly recall, is the distinguished journalist who, as its editor for nearly thirty years, made the *Westminster Gazette* a power in Liberalism, and shortly after the war he was a member of the Milner Mission in Egypt. His voice is one, therefore, that claims respectful attention. "This book," he tells us, "is the result of a journey to Turkey, Egypt, and India, undertaken for the *Westminster Gazette* during the winter and spring of 1925-6. . . . My object was to study the state of opinion and politics in (these regions), and to discover, if I could, how it fared with British policy or British rule, as the case might be. . . . Returning to India after fourteen years, I was most of all struck by the breaking down of the barriers between British and Indians, 'cantonment' and 'city,' which had seemed to be irremovable when I was there before."

There is an urbanity and mature judgment about Mr. Spender's book which I find very attractive, and his position gave him access to people of leading wherever he went. Among Indians he visited Tagore and Gandhi. If time and space allowed, I should like to compare his impressions closely with the ideas expressed in "INDIA—BOND OR FREE?" "A World Problem," by Annie Besant, D.L. (Putnam; 7s. 6d. net). As it is, I must content myself with quoting part of Mrs. Besant's conclusions. "If India," she says, "be fully admitted into the Commonwealth of Nations, if she possesses Dominion status at Home as well as abroad, then may a world peace brood over our seething nations. . . . The future of India will, I hope, be united with that of Britain for the sake of both nations, and for the sake of humanity at large, for they supply each other's defects, and united can do for the world a service that neither can do alone. . . . (India's) salvation lies in Swaraj, Self-Rule, Home Rule, and in that alone. Nothing else can preserve and renew her vitality—slowly ebbing away before our eyes. Yet that vitality has endured from a Past for which archaeological research has not yet discovered a boundary."

Mrs. Besant's allusion to Indian archaeology brings me back to Mr. Spender's chapter on a kindred subject, which has likewise been abundantly illustrated in this paper—Tutankhamen. "The enormous advertisement," he writes, "which Egypt has had through and since the opening of the famous tomb has set all the world talking about her. . . . I defy anyone not to feel awe and wonder as he looks at the belongings . . . of men and women who lived before Moses and Agamemnon, and when Greece and Rome and the Christian era were undreamt of. . . . The glories of Tutankhamen have certainly not been exaggerated. After seeing them I am even tempted to say that the half has not been told."

From this handsome tribute to our mutual friend I pass to an interesting book on one of his still earlier compatriots—"IMHOTEP. THE VIZIER AND PHYSICIAN OF KING ZOSER, AND AFTERWARDS THE EGYPTIAN GOD OF MEDICINE," by Jamieson B. Hurry, M.A., M.D.; illustrated (Oxford University Press; 7s. 6d. net). The name of King Zoser, of the Third Dynasty (c. 2980-2900 B.C.), was already familiar to me, and I notice that Dr. Hurry offers acknowledgment to this paper in illustrating a statue of that early Pharaoh. "The author," he says, "makes no claim to original discovery. His task has been the more modest but yet useful one of gathering together numerous threads spun by others, of weaving them into a connected canvas." I wonder whether Imhotep—that versatile practitioner who was also vizier, architect, astronomer, and scribe, the Pooh-Bah of his day—suffered from what Matthew Arnold calls "our sick hurry and divided aims." C. E. B.



# At the Sign of St. Paul's

By JOHN OWEN.

A CENTURY ago a newly appointed Colonial Secretary was reported to have gone down to his office, and, having called for the Permanent Under-Secretary to the Department, to have exclaimed, in amiable eagerness to get to work, "Tell me, where are the Colonies?"

We know a little more to-day, and in the next week or two we are to add to our knowledge. We are now in the midst of the Imperial Conference, and we are ready to listen to it with a respect that we withhold from our home-grown political assemblies. For we have learnt to think Imperially. There was a time when to think Imperially was not necessarily to think at all. But all the bad things that are suggested by the word "maffick" disappeared in 1914. "They vanished in a night, only ourselves remain." And we can think of the Empire to-day without thinking that it is an enlarged model of something quite different, but with the same name, in Leicester Square.

There was a time when we thought neither imperially nor in any other way about the Colonies. If our eminent visitors could spare the time they might very well observe a festival in honour of three men whose names, nevertheless, would not be recognised if mentioned in that page of admirable allusiveness, the "Londoner's Diary" of an evening contemporary. But there can be no doubt at all that the Colonial idea, as we know it to-day, owes more to this trio than to a whole following army of swift and gleaming political intellects.

The first of these was that egocentric, wild-living, and astonishing visionary, Edward Gibbon Wakefield. In his early years a libertine, punished for his crimes, Wakefield lived to prove himself a statesman, a person of brilliant intelligence, and a writer of parts. He had most of the qualities that were needed to do what, in fact, he did do: force upon his country a new principle of colonisation.

The ancient countryman who "didn't hold with Frenchmen," in which class he included all foreigners who were not actually sons of Ham, "held" still less with the Colonies. Even the educated class regarded both North America and the mysterious continent under the Southern Cross as the resort of wicked or idle men. Dr. Johnson, who could be trusted to put a thing clearly, and without too feminine a mildness, addressing himself to Boswell on the subject of our Western Colonies, observed that "the Americans are a race of convicts, and ought to be thankful for anything we give them short of hanging." Other persons, incapable of putting a thing with this mellow beauty of phrase, felt the same. Involuntary emigrants to the Colonies were knaves: voluntary ones were fools. Neither class deserved consideration by English Ministers at home, and the less the unpleasant fact of our Colonial possessions was obtruded upon our shrinking senses the better for us.

And now appeared the expositors of a new view, with Wakefield among them. In official circles he was received with the coldness with which all visionaries are greeted in such places. Persons of imagination have never been the favourites of permanent officialdom. Many a man of imagination has had to suffer from the unforgiving (official) minute. But Wakefield had to convince a Colonial department where the Head regarded the Colonies very much after the manner of a man who, with a love of country things, has to manage a factory in an ugly town. His one consuming idea was to get away as soon as possible each day and forget all such things as British dependencies.

But there was suddenly no escaping from consciousness of things Colonial. The man who left the factory discovered the smoke of its chimneys following him: the Permanent Under-Secretary found his nostrils assaulted by the indescribably offensive odour of a new Colonial idealism. It has been said of this gentleman that he held the opinion not only that "the Colonies could not, but ought not to succeed." (These italics are my own.)

Wakefield was not to be silenced. His policy was two-fold. Hitherto land in British territory abroad had been given away wholesale, with that kind of arbitrary generosity which distinguishes Governments. Wakefield called for a new system whereby land was sold in lots, the proceeds then to be used to make roads and surveys, to build churches, and even to cover the cost of conveying new emigrants to these unpeopled spaces.

But he also argued for these emigrants themselves. If they were to be sent out, some consideration should be shown for their material needs. Hitherto the worst-found

The Profanation of St Paul's at the close of the 17th Century—Marketing and trading of all kinds were carried on in the Church itself—

vessels were considered good enough to carry English men and women wishing to try their fate in the New World, and even our own coasts were strewn with the wreckage of emigrant-ships that never got out of the Channel with their hopeful human cargoes. Sanitary conditions on these ships simply did not exist. And when, having survived fever and shipwreck, the miserable people landed, they did so in conditions the most inhospitable in the world. Nothing was done for them, and nothing was explained to them: there they were, and, so far as anybody else cared, there they could remain. Wakefield demanded a complete reform.

The Government continued unfriendly, and one of its arguments which Wakefield was found combating with all the passion that was in him was this: colonisation ought not to be encouraged, because its effect was to take capital and labour out of the country. In one of those pleasant encounters between the "Statesman" and the "Colonist" that fill Wakefield's liveliest pages, the "Statesman" complains of what he calls a "patriotic headache," and concludes, "I am out of order this morning; can you prescribe a remedy for this sort of headache?"

Whereupon comes the swift and explicit answer that "as a cure for the 'Statesman's' patriotic headache, the 'Colonist' prescribes the doctrine, that emigration of capital

worse than that of the prisoners, they would commit a crime to provide themselves with a transfer to the other ranks.

The authorities resolved to stop this practice, and did so in the characteristic manner of the time. They said that soldiers who became criminals should suffer as no criminals ever suffered before. And in 1826 two soldiers, named Sudds and Thompson, were ordered hard labour on the roads, and to wear irons that involved the carrying of a frightful burden. One of the men died under the infliction, which perhaps is what he was intended to do; and there was a howl against the Governor, General Darling. This protest was led by Wentworth. He wrote an impeachment of the Governor; said he would follow him to the gallows; and ultimately he got Darling recalled.

Wentworth now set out on a career which was attended with great success, and in which he laboured for self-government, trial by jury, and other reproductions in Australia of English political ideas. But on one occasion he seems to have worked rather well for himself. Without in the least advertising his admirable perspicacity, he purchased on his own behalf from the native chiefs the whole of the middle island of New Zealand, and 200,000 acres of the northern island, for the not extravagant price of £400! If his aim was a private effort to introduce English civilisation among the Maoris, the Governor, Sir George Gipps, persisted in believing otherwise. And most people were perverse enough to share the Governor's suspicions.

Wentworth's next adventure excited amusement rather than stern criticism. He demanded the creation of an Australian hereditary peerage. The Colonies laughed loudly and rudely. And no coronets arrived by the next boat. There was no Lord Wentworth: rather he lived on to restore his credit as a serious politician. It is well to remember that as long ago as 1853, with a vision perhaps of Canberra itself, he advocated a Federal Parliament for all Australia. When he died he was given a State funeral and a statue.

Charles Buller is remembered in our Colonies as the English statesman who helped to destroy the idea that the proper people for settlement in America and the Southern Continent were either paupers or criminals. Speaking in the House of Commons on April 6, 1843, with a classic eloquence, he claimed that "neither Phœnician nor Greek, nor Roman nor Spaniard, no, nor our great forefathers, when they laid the foundations of a European colony on the continent and in the islands of the Western world, ever dreamed of colonising with one class of society by itself, and that the most helpless in shifting for itself." The words were heeded; they but reinforced continuous protests from the colonists themselves; and the export of criminals ceased.

Buller's speech survives many by more famous persons. By the way, the quality of the eloquence expended on the idea of Great Britain as coloniser has varied considerably, but has rarely fallen below a certain respectable level. Mr. Kipling has, we know, spent himself with a remarkable generosity. But the best verse that dramatizes the spiritual situation of the exile and the colonist is still the familiar lines, once strangely quoted by the late Joseph Chamberlain at Inverness, during his campaign for Imperial Preference—

From the lone shieling and the misty island  
Mountains divide us and a waste of seas;  
But still our hearts are strong, our hearts are Highland,  
And we in dreams behold the Hebrides.

Perhaps, however, that is too much the song of the pioneer. It is not a race of pioneers that we see to-day, nor representatives of such that we welcome. We see, rather, delegates of the peoples of kindred nations.



NOT "PEDANTIC": MASKS MADE BY MISS DAPHNE AND MISS PHYLLIS JERROLD FOR THE NEW PRODUCTION OF ÆSCHYLUS AT CAMBRIDGE.

and people has a tendency to increase, instead of diminishing, the wealth and population of the Mother Country."

But in the meantime a new secretary, Herman Merivale, had come to the Colonial Office; and now the reformers began to be heard. After the disastrous failure of the Swan River Colony, by which, a century ago, it was sought to establish Western Australia, Wakefield was actually called in to assist in the foundation of another colony, South Australia, and the success of his system was presently established.

If British colonisation owes something to Wakefield, it is indebted also both to Charles Buller and to William Charles Wentworth, the latter a gentleman who seems to have gone about carrying the rather cumbersome title of "The Australian Patriot." Wentworth is generally credited with being the parent of the idea of a self-governing colony. Though born in Norfolk Island, he went to England to be educated. At Cambridge he competed for a poetry prize, and was beaten by Mackworth Praed. Patriotic Australian opinion claimed that he should have had the prize. Soon after returning South, he got his chance of a public career. English soldiers placed in charge of convicts lived a life of the greatest loneliness and misery; and, sometimes deciding that their lot was



TO BE USED IN THE PRODUCTION OF THE "ORESTEIA" OF ÆSCHYLUS AT THE NEW FESTIVAL THEATRE, CAMBRIDGE: MASKS DESIGNED BY MR. WILLIAM HAMPTON.

Masks are to be used in the forthcoming production of the "Oresteia" of Æschylus at the Festival Theatre, Cambridge. But these masks, designed by Mr. William Hampton, and made by Miss Daphne and Miss Phyllis Jerrold, are so different from the traditional masks of Greek tragedy that "pedantic" is the last word to apply to them. They are "stylized" masks, designed to intensify the dominant characteristic of each part. Masks will be used on the principle that the Greek drama was not meant to be acted realistically but "stylistically," and that "stylized acting without masks is as incongruous as naturalistic acting with masks."—[Photographs by Courtesy of The Argosy.]



# FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.

PHOTOGRAPHS BY VALIQUETTE (OTTAWA), CENTRAL PRESS, SPORT AND GENERAL, PHOTOPRESS, P. AND A., AND TOPICAL.



THE NEW GOVERNOR-GENERAL OF CANADA WELCOMED AT OTTAWA: LORD WILLINGDON, WITH LADY WILLINGDON (BOTH SEATED) AND HER CAIRN TERRIER, IN A GROUP AT RIDEAU HALL, HIS OFFICIAL RESIDENCE.



THE "SURPRISE" WINNER OF THE CESAREWITCH: MR. J. DAVIS'S SIX-YEAR-OLD MARE, MYRA GRAY (L. READ UP), WHICH STARTED AT 50 TO 1 AGAINST.



A THIRTEENTH-CENTURY CUSTOM REVIVED AT ROME: MEN FROM VITORCHIANO, IN TRADITIONAL COSTUME, ON GUARD AT THE CAPITOL.



A ROARING LIONESS AS A GERMAN WAR MEMORIAL: A MONUMENT TO 25,000 MEMBERS OF THE KOSENER SPORTS CLUB, BERLIN.



FLAGS FOR THE BLIND TO OBTAIN HELP IN CROSSING ROADS: A BLIND MAN IN BRUSSELS WAVING HIS FLAG THAT BROUGHT THE GENDARME TO HIS AID.



AFTER THE LANDSLIPS THAT CHANGED THE COURSE OF THE RHONE: CLEARING SWISS RAILWAY LINES AT A POINT WHERE A TEMPORARY BRIDGE HAS BEEN CONSTRUCTED.

Lord Willingdon, the new Governor-General of Canada, and Lady Willingdon were officially welcomed at Ottawa, on October 4, by the Canadian Premier, Mr. Mackenzie King, and the Mayor of Ottawa.—The result of the Cesarewitch was a great surprise. Myra Gray belongs to Mr. J. Davis, a Shrewsbury bookmaker.—The Governor of Rome has revived an old custom that began in the thirteenth century but lapsed in 1871—an annual mission of "twelve faithful men" from the little town of Vitorchiano to guard the Capitol for two days, attired in traditional costume.—Blind people in Brussels are now provided with a small



THE SCENE OF A LIVERPOOL BANK RAID: THE FOX STREET BRANCH OF THE DISTRICT BANK, WHERE FOUR MEN WERE WOUNDED BY A THIEF'S REVOLVER.

green-and-red flag to attract the attention of gendarmes or the public when they need help in crossing roads.—Further landslips from the Dent du Midi into the Rhone valley near St. Maurice occurred on October 10, causing the St. Barthelemy Torrent to block roads and cut communication between St. Maurice and Vernayuz. Railway traffic was stopped and troops were called in to help in clearance work.—In Liverpool on October 13 a man with a revolver entered the Fox Street branch of the District Bank; seized money from the counter, and shot a clerk. He was pursued, and wounded a policeman and two other men before being caught.



# THE YASHMAK DISCARDED AFTER 1300 YEARS: TURKEY'S "NEW WOMAN."



ON THE GALATA BRIDGE AT CONSTANTINOPLE: TURKISH WOMEN DRESSED IN MODERN CLOTHES, WITH THE EXCEPTION OF THE HAT.



QUITE IN THE STYLE OF KENSINGTON GARDENS: TURKISH NURSES AND THEIR YOUNG CHARGES IN EUROPEAN COSTUME.



THE ACME OF EMANCIPATION: A TURKISH "NEW WOMAN" HAVING HER SHOES CLEANED IN PUBLIC BY A MALE SHOE-BLACK.



THE MODERN TURKISH SCHOOL-GIRL GOES IN HEAVILY FOR GAMES: A HOCKEY MATCH AT AN ANGORA SCHOOL IN SPORTS ATTIRE.



FORMERLY HIDDEN BY THE YASHMAK: TYPES OF TURKISH BEAUTY—UNVEILED, THOUGH NOT IN EUROPEAN DRESS.



UNVEILED EVEN IN A MOSQUE, BUT APPARENTLY STILL ILLITERATE: A TURKISH WOMAN DICTATING TO A PROFESSIONAL LETTER-WRITER.



ONE OF THE FIRST WOMEN IN TURKEY TO ADOPT THE NEW REFORMS: THE WIFE OF KLISSIM PASHA, A MINISTER, WITH HER DAUGHTER.

Turkish women, under the new régime, have at last laid aside the veil, and many of them have adopted European dress. When the new Civil Code was before the Assembly, the Minister of Justice, Mahmud Essad Bey, in proposing it, said: "In my opinion, the saddest figure in Turkish history is that of the Turkish woman, who has hitherto been treated as a slave, but will now take her rightful place. . . . The past thirteen centuries will be swept away, and a fruitful era of civilisation will begin." There is, however, another side to the picture, according to Lady Drummond Hay. "Emancipation," she says, "is not all a

bed of roses, as the Turkish woman is beginning to prove. Spoiled, lovely wives of wealthy pashas, whose former life was one of luxurious idleness, are now confronted with that most unromantic of problems—the servant question! How many English housewives must have envied the easy lot of the harem favourite, surrounded by slaves to do her slightest bidding! All that is finished now. When Mustapha Kemal, the new President of Turkey, swept away the old order of traditional Oriental life, abolished by law the red fez and national costume, the women's gauzy veils went too."



## THE LURE OF WINDOW-DRESSING IN THE LONDON STREETS.

REPRODUCED BY COURTESY OF THE ARTIST.

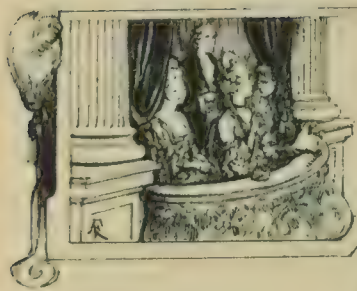


"THE SHOP WINDOW"—BY THE HON. JOHN COLLIER, R.O.I.

Mr. John Collier's picture, "The Shop Window," is one of the most arresting canvases at the forty-third Exhibition of the Royal Institute of Oil Painters, recently opened in their well-known galleries at 195, Piccadilly. The painting is a typical example of the artist's power of dramatising an incident of modern life,

and setting the spectator's imagination at work devising a story to fit the scene, whether it be what is known as a "problem" picture, or, as here, one that is more obvious and devoid of any mystery. His other exhibit, "Babette," has also attracted high appreciation.—[Copyrighted in the United States and Canada.]





# The World of the Theatre.

By J. T. GREIN.



## ABOUT A. B. WALKLEY.—THE JEWISH PLAY COMPETITION.

ONLY six months ago, on the occasion of his seventieth birthday, it was my privilege to pay tribute to Mr. A. B. Walkley, the renowned critic of the *Times*, who has just left us; and as I look backwards I remember how in the 'nineties he, Archer, Shaw, and myself stood shoulder to shoulder in our attack on the old walls of the drama, with Ibsen in our pennant. Walkley was then full of the joy of

would be the verdict in the morrow's *Times*. Whether the hours were early or late, his articles never bore the impress of haste; his pen worked in unrivalled flow of quality. He rarely enthused, but when he did—as in the case of Barrie's works, which he adored—his every line vibrated with joy. He was most dangerous in his satirical mood: he could murder a play by his narrative of the plot without a word of comment. He had his favourites, such as Ellen Terry, Marie Tempest, and the Duse; and on them he showered all there was in him of warmth, emotion, and appreciation.

Walkley was, indeed, what I would call a suppressed emotionalist: outwardly, he would create the impression that he cared but little for the theatre, that he did not take it seriously; within, he loved it dearly, and he was all aglow with feeling. But he had learnt the secret of impressing the multitude by playing the part of the grave, silent man. He had the head of a diplomatist—and the head only—and he had adopted the manners of diplomacy. There was something of the Sphinx in him; there was also something of the Frenchman. We used to chaff him for his likeness to Jules Le Maître, whom he resembled in his younger years like a twin brother. He loved everything French as he intensely disliked everything Teutonic. I remember that once at a meeting of the Playgoers Club I asked him why he never went to the German Theatre which was then flourishing in London: was it not worth his while to see "Maria Stuart" and "Don Carlos"? And he replied, "I don't know German and I don't want to know Schiller." I wonder what would have happened if one of us had said to him, "I don't want to know Anatole France or Proust."

I remember his earliest days as a lecturer and after-dinner speaker. At his début he seemed to suffer the sorrows of Satan. I have seen him at a banquet, arising to make his speech, quite a different Walkley from the one of the daily walk of life. His face transformed as Jekyll's did into Hyde's—minus the roguery of Hyde. His facial muscles contracted; his complexion became marble-like in pallor; his jaws seemed to stiffen as if in cramp, and his first words would come out with painful "er's" and "ah's"; then he mastered himself and spoke fairly fluently, but one always felt that he was a man in anguish, who would have preferred his own room to his company for the moment. Practice altered all this; he gradually became an efficient, sometimes an eloquent, speaker, and some of his addresses to learned societies were models not only of style, but of diction; and he could make us laugh at the convivial meetings of the critics by a sudden sally both brilliant and cogent, which was as if Parisian wit had flashed into our more stately language. Nor was this felicity of address confined to English; he spoke French almost without an accent; he spoke Italian without ever conveying the idea of translation; he could also speak Spanish, a language which he cherished, but in which he preferred to use quotation, as, like many of us, he had his difficulties with the irregular verbs. On his

individuality of style I need not dwell. He only signed with his initials his wonderful weekly essays in the *Times*; he never signed his dramatic criticisms, yet we all scented the Walkley touch; there was a fragrant, an erudition, a *souçon* of delicate malice, a twist of phrase, all his own. Some have tried to imitate him, to their cost. For Walkley was himself, in pen and personality.

When the Jewish Drama League decided upon a competition for a play of Jewish-English life, there were many who shrugged their shoulders and prophesied a failure; and, to be quite candid, in the beginning it looked as if the experiment would indeed prove sterile. One week before the closing of the competition—namely, on Sept. 23—not more than four plays had been sent in, a discouraging harvest considering the Hebrew element in our midst. But the last week not only increased the number to sixteen, but, according to the report of the Reading Committee, the quality had progressed in proportion to the quantity. Of the sixteen plays about half a dozen could be considered for the reward; but the judges were committed to read only three of them, and so the selection became somewhat difficult. As I write, the decision is imminent, and, without disclosing any premature secret, I can say that two of the three plays which I have read are remarkable in quality and are penetrating studies of that intimate Jewish life so fraught with ceremonies, formalities, conventions, in conflict with the new ideas of the young generation, of which the average Englishman knows so little and which we have only seen sporadically on the stage in translations from foreign languages. So, whatever may be the verdict of the general public on the play chosen to receive the prize as well as production, it may be said without exaggeration that, thanks to the activities of the League, a native Jewish drama is germinating. It has been decided that the production of the prize play will be given on Dec. 5 at the Strand Theatre, kindly lent by one of the vice-presidents, Mr. Jose G. Levy. As usual, Mr. Owen, whose knowledge of Jewish life is unrivalled, will be the producer, and his aim will be to allot all the parts, as far as it is possible, to English actors of Jewish descent.



MISS PEGGY O'NEIL AND MR. CLIFFORD MOLLISON AS AN ELOPING COUPLE MASQUERADING AS SERVANTS: AN AMUSING SCENE IN "LOVE'S A TERRIBLE THING," AT THE SAVOY.

Mr. Frank Stayton's play at the Savoy forms a suitable setting for Miss Peggy O'Neil's exuberant personality. Her part is that of a peer's daughter, who elopes with a young man, and resorts to various devices to establish a "domicile" qualification for a secret marriage.—[Photograph by Stage Photo. Co.]

living, and had amazing versatility. In the day-time he worked at the G.P.O.; in the evening he went to the play, and in the *Star* wrote brilliant and fulminating articles as "Spectator." His week-ends he spent by the side of his charming wife, in his little country seat at Claygate, and fetched his friends from the station in the tweeds of the countryside gentleman, whose almost Parisian features were in strange contrast to his sturdy British build. He was very jovial and of easy approach in those days, and we had high old times of discussion in the garden after an exquisite meal which Mrs. Walkley used to serve so nicely, knowing that her husband was a *gourmet*. He became famous among the larger circles of readers through a feud with Mr. Arthur Boucher and Mr. Henry Arthur Jones, and a criticism in one line:

ROYALTY THEATRE.  
"THAT DREADFUL GIRL."

Under this heading there was nothing but

"Quite so.—SPECTATOR."

This terseness was a novelty and created a sensation, incidentally "killing" play and actress. These were the gay days of his life. When he became critic of the *Times* he also became more aloof; his circle of friends narrowed; he was rarely seen in public beyond the theatre. He inspired more reverence than geniality. His attitude in the theatre was remarkable: you could never read what he thought in his countenance; he never left his seat in the *entr'acte*; he would now and again talk to a neighbour; he would pass his fellow-critics sometimes with a nod and sometimes as if they were non-existent. There was nothing offensive in that; it was his way. We understood it, and we remained obedient to his whims; we left it to him to speak to us. But this aloofness was confined to his male acquaintances; he was very often approached by charming ladies, and his manners towards them were full of urbanity and grace. He always spoke *sotto voce*, and no one could foretell what



MISS MARIE TEMPEST IN A COMEDY OF TEMPERAMENT: (L. TO R.) MR. ERNEST THESIGER AS REGGIE GILL, MISS FABIA DRAKE AS PEGGY WINTON, AND MISS TEMPEST AS ALICIA CRANE, IN "THE SCARLET LADY," AT THE CRITERION.

Mr. John Hastings Turner's comedy, "The Scarlet Lady," concerns the temperament of Alicia Crane, who seeks to divert her husband's interest from pigs and poultry to herself, by arousing his jealousy and creating a scene. To this end she plots a sham intrigue with a blameless neighbour, Reggie Gill, who is practically engaged to Peggy Winton. Miss Marie Tempest plays Alicia with consummate skill.

Photograph by Sasha.



# WESTERN INFLUENCE IN EASTERN DRAMA: ASIA'S CHANGING THEATRES.

ILLUSTRATIONS BY COURTESY OF "ASIA" MAGAZINE. PHOTOGRAPHS NOS. 2 AND 6 BY PAUL THOMPSON; NO. 7 BY EWING GALLOWAY.



1. IN JAPAN, WHERE MODERN THEATRES ARE WELL PROVIDED WITH PROPERTIES, AND OFTEN A REVOLVING STAGE: A TYPICAL SCENE IN A COMEDY OF LIFE AND MANNERS.



2. REMINISCENT OF "CHU CHIN CHOW": A REAL CHINESE ACTOR IN AN ELABORATE COSTUME.



3. WESTERN INFLUENCE ON THE JAPANESE STAGE: A TOE-DANCER.



4. A JAPANESE VERSION OF A WESTERN STAGE TYPE: THE COURTIER.



5. AN ELIZABETHAN TYPE AS REPRESENTED IN JAPAN: THE PAGE.



6. "OFFSETTING THE LACK OF SUCH SCENIC EFFECTS AS ARE COMMON ON THE WESTERN STAGE": A CHINESE ACTOR'S PICTURESQUE COSTUME.



7. WHERE THE EAST IS STILL THE EAST IN STAGE AFFAIRS: THE ROYAL THEATRICAL TROUPE OF KASHMIR ON ELEPHANT-BACK—AN ORIENTAL SCENE IN THE DOMINIONS OF SIR HARI SINGH.

The effect of imitations of European plays, as well as of moving pictures, on the native drama in various countries of Asia, is the subject of an interesting article by A. E. Zucker in a recent number of "Asia," the New York magazine. "The conclusion has forced itself upon me," he writes, "that the development of a good native theatre stands in very direct relation to the development of the spirit of nationalism. . . . Thus in Asia Japan, the most nationalistic country, is developing a native art; and in India signs of such an art are

beginning to appear. China, the Philippines, Burma, the Federated Malay States, and Straits Settlements are perhaps at present in a transition stage, in the course of which the old native theatre is disappearing, or undergoing modification before imitations of European plays and imported motion-pictures. But I feel confident that, with growing national pride in eastern countries, more and more stress will be laid on native history, literature, and art, and we may look forward to fascinating developments in the changing theatres of Asia."



# ON A FOUR DAYS' TOUR: THE PRINCE OF WALES IN YORKSHIRE.

PHOTOGRAPHS BY KEYSTONE VIEW, I.B., TOPICAL, AND C.N.



WHERE THE PRINCE CONTINUED TO DRIVE IN AN OPEN MOTOR-CAR, DESPITE HEAVY RAIN, IN ORDER THAT HE MIGHT NOT DISAPPOINT THE CROWDS: HIS ROYAL HIGHNESS IN DONCASTER.



HIS CHIEF ENGAGEMENT AT DONCASTER: THE PRINCE AT THE LAYING OF THE FOUNDATION-STONE OF THE NEW WARDS AT THE ROYAL INFIRMARY.



WHERE TWELVE THOUSAND SCHOOL-CHILDREN SANG TO HIM: THE PRINCE VISITING CRAVEN PARK FOOTBALL GROUND, HULL.



DURING ONE OF HIS VISITS TO INDUSTRIAL CENTRES: THE PRINCE LAYING A WREATH ON THE WAR MEMORIAL AT MESSRS. RECKITT AND SON'S, HULL.



WELCOMED BY LARGE CROWDS THRONING DECORATED STREETS: THE PRINCE OF WALES DRIVING THROUGH HALIFAX DURING HIS FIVE-AND-A-HALF HOURS' VISIT.

On October 12 the Prince of Wales began a series of public engagements in Yorkshire which occupied him until the evening of the 15th. His visit to Doncaster was primarily in order that he might lay the foundation-stone of new wards at the Royal Infirmary, which is to be associated with the memory of Queen Alexandra. He also inspected the locomotive carriage and wagon shops of the London and North-Eastern Railway; and he had tea at the Mansion House. On the following two days he was at Hull. There his engagements



AFTER HE HAD DECLARED SHIBDEN HALL PARK OPEN TO THE PUBLIC: THE PRINCE OF WALES PLANTING A COMMEMORATIVE OAK AT HALIFAX.

included a visit to the Craven Park Football Ground, where some twelve thousand school-children sang for him; the inspection of various works; a trip up the river to see the docks, shipbuilding yards and water-front; laying the foundation-stone of the Ferens Art Gallery; a call at the British Legion headquarters; his initiation as an honorary Brother of Trinity House at Hull; and visits to Hymers College, to institutions for deaf, dumb, and blind, and to the Old Coldstreamers' Club. At Halifax he inspected mills and opened Shibden Hall Park.



# SHORT HAIR ACCEPTED BY A QUEEN AND PRINCESSES: SHINGLED ROYALTY.

PHOTOGRAPHS BY JULIETTA, PAUL POLINET, LONTRIE, JAEGER AND HARD.



WITH THEIR SHORT HAIR: PRINCESS IRENE OF GREECE (LEFT) AND PRINCESS HELEN OF RUMANIA, WITH PRINCE NICHOLAS OF RUMANIA (LEFT), AND PRINCE CHRISTOPHER OF GREECE.



SHOWING HER BOBBED HAIR: PRINCESS MARIE JOSÉ OF BELGIUM.

SHOWING HER SHINGLED AND PERMANENTLY WAVED HAIR: H.M. QUEEN MARIE OF RUMANIA, WHO IS NOW ON A VISIT TO THE UNITED STATES.



SHOWING THE FASHIONABLE COIFFURE SHE AFFECTS: PRINCESS AXEL OF DENMARK.



SECOND DAUGHTER OF PRINCE CHARLES OF SWEDEN: PRINCESS MARTHA OF SWEDEN.



A SWEDISH PRINCESS WITH CROPPED TRESSES: PRINCESS INGRID.



THE FIANCÉE OF THE DUKE OF BRABANT: PRINCESS ASTRID OF SWEDEN.



PRINCESS INGEBORG OF SWEDEN, WITH HER DAUGHTERS AND FUTURE SON-IN-LAW: (L. TO R.) PRINCESS ASTRID, THE CROWN PRINCE OF BELGIUM, PRINCESS INGEBORG, PRINCESS AXEL OF DENMARK (BEHIND), AND PRINCESS MARTHA.

Court circles are no longer remote from the ordinary interests and life of the community, and the fact that so many royal ladies have followed the fashion for short hair is worthy of note. Queen Marie of Rumania recently had her hair shingled and permanently waved. She is now on a visit to the United States of America, accompanied by Prince Nicholas and her youngest and only unmarried daughter, Princess Ileana. Her Majesty's daughter-in-law, Princess Helen (formerly Princess Helen of Greece) is another shingled royal lady. She married Prince Carol of Rumania, and her little son is now the Crown Prince of Rumania. As is noted on another page, Prince Carol and his mother, Queen Marie, were reconciled before the latter left for America. Princess Irene of Greece is also shingled, and all the young Swedish Princesses have followed the prevailing fashion. Princess Ingrid is the only daughter of the Crown Prince of Sweden

and of the late Crown Princess, and is a grand-daughter of the Duke of Connaught. She was born in 1910, and this summer paid a long visit to her royal English relatives. The three daughters of Prince Charles of Sweden, Duke of Vestergotha and brother of the King of Sweden, are all shingled. Princess Margaret (now Princess Axel of Denmark) is the eldest of the trio, and married Prince Axel in 1919. Princess Astrid is the youngest, and is engaged to the Crown Prince of Belgium, Prince Leopold, Duke of Brabant. The civil marriage is fixed to take place at Stockholm on November 4, and the religious ceremony at Brussels Cathedral on November 10. Princess Astrid will not be the only short-haired royal lady in Belgium, for her future sister-in-law, Princess Marie José of Belgium, who was born in 1906, wears her hair short. It is not shingled, but cut in a simple "bob" which suits her admirably.



## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY C.N., PHOTOPRESS, RUSSELL, SWAINE, VANDYK, L.N.A., AND LAFAYETTE.



THE QUEEN OF RUMANIA RECONCILED TO HER EXILED SON, PRINCE CAROL: HER MAJESTY WITH THE PRINCE (ON HER RIGHT HAND, WEARING A BOWLER HAT), WHEN ABOUT TO LEAVE PARIS FOR THE UNITED STATES.



THE SCULPTOR OF THE GUARDS MEMORIAL: MR. GILBERT LEDWARD.



THE ARCHITECT OF THE GUARDS DIVISION MEMORIAL: MR. H. CHALTON BRADSHAW.



A DISTINGUISHED EGYPTOLOGIST: THE LATE M. HENRI EDOUARD NAVILLE.



CHIEF DELEGATE OF THE IRISH FREE STATE AT THE IMPERIAL CONFERENCE: MR. W. T. COSGRAVE, PRESIDENT OF THE EXECUTIVE COUNCIL.



AT THE HEAD OF THE REPRESENTATIVES OF INDIA AT THE IMPERIAL CONFERENCE: LORD BIRKENHEAD, SECRETARY OF STATE FOR INDIA.



CHIEF DELEGATE OF NEWFOUNDLAND AT THE IMPERIAL CONFERENCE: MR. W. S. MONROE, THE PRIME MINISTER.



A FAMOUS HEADMASTER: THE LATE DR. E. A. ABBOTT, OF THE CITY OF LONDON SCHOOL.



NEW CLARENCEUX KING OF ARMS: MR. GORDON AMBROSE DE LISLE LEE, C.B.



A WELL-KNOWN CONSULAR OFFICIAL: THE LATE MR. ROBERT HAY DRUMMOND-HAY.



THE "EVE" LADIES' AUTUMN FOURSOMES TOURNAMENT AT RANELAGH: (FROM LEFT TO RIGHT, IN FRONT)—MRS. LIONEL JACKSON (FINALIST); MRS. W. A. GAVIN (WINNER); MISS JOY WINN (WINNER); AND MRS. MAJOR (FINALIST).

The Queen of Rumania was reconciled to Prince Carol—who, it will be remembered, resigned his rights to the throne for political reasons at the end of last year, and has been living in retirement in Paris—before her recent departure from Paris for the United States. Queen Marie reached New York on October 18, and was received royally.—Mr. Gilbert Ledward, who served with the Artillery in Italy, won all possible honours as a sculptor in his student days. He is the son of a sculptor.—M. Naville was one of the first excavators for the Egypt Exploration Fund.—Mr. Cosgrave has been President of the Executive Council of the Irish Free State since December 1922.—Mr. Monroe, then without Parliamentary experience, became Prime Minister of Newfoundland in August 1924.—Dr. Abbott became

Headmaster at the City of London School at twenty-six, and held the post for twenty-four years.—Mr. Robert Hay Drummond-Hay, who died on October 15, at the age of eighty, was the only son of the late Right Hon. Sir John Hay Drummond-Hay, the British Minister at Tangier, who, between 1844 and 1886, gained a remarkable influence over the Moors. Mr. Robert Hay Drummond-Hay was given the rank of Consul-General in 1892. He retired in 1908.—The final of the "Eve" ladies' autumn foursomes tournament was won by Miss Winn and Mrs. Gavin, who beat Mrs. Major and Mrs. Jackson by 4 and 2, having conceded three strokes. In our photograph the finalists are in front. In the back row are the semi-finalists who lost, Mrs. F. E. Bourn, Miss V. Clayton, Miss Faraday, and Miss Skinner.



# THE IMPERIAL CONFERENCE: PRIME MINISTERS AS DELEGATES.

PHOTOGRAPHS BY LAFAYETTE, HAY WRIGHTSON, AND VANDYK.



CHIEF DELEGATE FROM NEW ZEALAND: MR. J. G. COATES, M.C.,  
THE PRIME MINISTER.



CHIEF DELEGATE FROM THE UNION OF SOUTH AFRICA:  
GENERAL J. B. M. HERTZOG, THE PRIME MINISTER.



CHIEF DELEGATE FROM CANADA: MR. W. L. MACKENZIE KING, C.M.G.,  
THE PRIME MINISTER.



CHIEF DELEGATE FROM AUSTRALIA: MR. S. M. BRUCE, M.C.,  
THE PRIME MINISTER.

It was arranged that the first meeting of the Imperial Conference should be held in the Cabinet Room at 10, Downing Street, on the morning of October 19. The Conference would have opened a fortnight ago, had it not been for the General Election in Canada. The last Conference was held in 1923.—Mr. Coates, the Prime Minister of New Zealand, was born in 1878, and has been a Member of Parliament since 1911. His Ministerial posts have been several. During the Great War he served with the New Zealand Expeditionary Force, and was awarded the Military Cross, with a Bar.—General Hertzog has been Prime Minister of

the Union of South Africa since 1924, and is the Leader of the Nationalist Party. He was born in 1866. During the South African War he was in command of the Boer Forces of the South-West Division.—Mr. Mackenzie King, who was born in 1874, became Minister of Labour in 1909, and Premier in 1921. Last year he was defeated, but he became Prime Minister once more this month.—Mr. Bruce was born in 1884. He became Prime Minister in January 1923. He served with the Worcester Yeomanry and the Royal Fusiliers in the Great War, was wounded twice, and was invalided out in 1917.



# FROM THE WORLD'S SCRAP-BOOK: NEWS HOME AND FOREIGN.

PHOTOGRAPHS BY C.P., TOPICAL, THOMPSON, C.N., P. AND A., AND S. AND G.



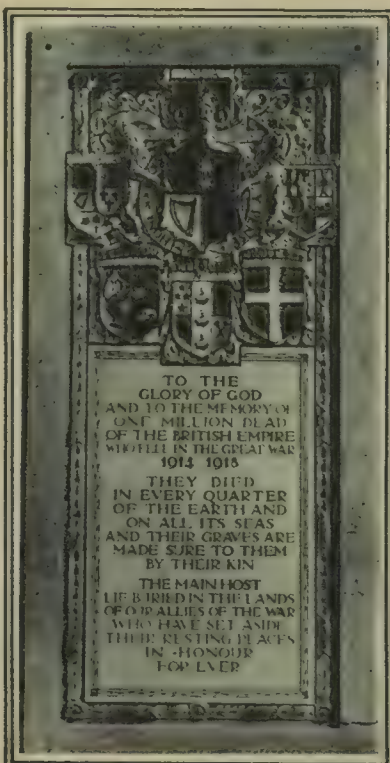
AMATEUR LAWN-TENNIS PLAYERS WHO HAVE BECOME PROFESSIONALS AND ARE TOURING IN THE UNITED STATES: VINCENT RICHARDS; MARY K. BROWNE; SUZANNE LENGLEN; FERET.



AN IMPERIAL OXFORD MAN AS OARSMAN: PRINCE CHICHIBU OF JAPAN (OF MAGDALEN) GOES OUT FOR HIS FIRST ROWING PRACTICE.



TURKEY'S FIRST STATUE: GHAZI MUSTAPHA KEMAL PASHA—PRESIDENT OF THE TURKISH REPUBLIC—BY A VIENNESE SCULPTOR.



TO THE MILLION DEAD OF THE BRITISH EMPIRE: THE WAR TABLET UNVEILED IN WESTMINSTER ABBEY BY THE PRINCE.

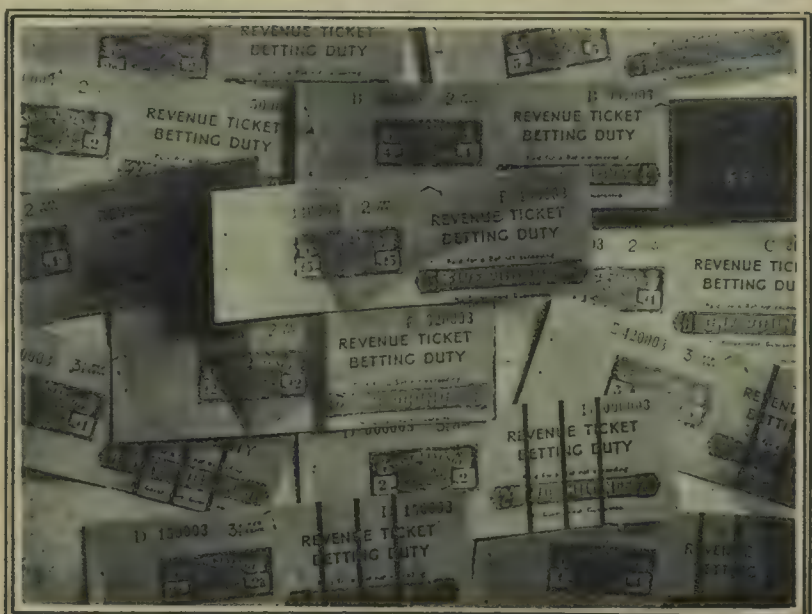


ON HOLIDAY SINCE HIS RESIGNATION OF THE LEADERSHIP OF THE LIBERAL PARTY: LORD ASQUITH AT NORTH BERWICK—WITH THE HON. ANTHONY ASQUITH.



IL DUCE AS AGRICULTURIST: SIGNOR MUSSOLINI WITH HIS SONS, BRUNO AND VITTORIO, ON HIS FARM.

There was much fluttering in the dove-cotes when it was announced that Mlle. Suzanne Lenglen had foregone her amateur lawn-tennis status by accepting an invitation to give exhibition matches in the United States for money. Later, various amateurs joined her. Her contract with Mr. C. C. Pyle is said to ensure her £30,000 for a year's appearance in exhibition matches.—Prince Chichibu is at Magdalen.—The Moslem law forbidding the representation of the human form has been much broken during the last decade or so, thanks to the advent of photography and European ideas;



THE TAX ON BETTING: REVENUE TICKETS FOR BETS OF VARIOUS AMOUNTS—"NO GOVERNMENT GUARANTEE."

but there is special interest in the statue of Ghazi Mustapha Kemal Pasha, President of the Turkish Republic, for it is Turkey's first statue. It is by a Viennese.—Before the opening of the Imperial Conference, the Prince of Wales unveiled a memorial in Westminster Abbey to the memory of one million dead of the British Empire who fell in the Great War.—The resignation of Lord Oxford and Asquith from the leadership of the Liberal Party was announced on October 15. The same day his Lordship addressed a massed meeting in Greenock Town Hall.—The tax on betting operates on November 1.



## OLD-WORLD HOUSES IN SOUTH AFRICA: THE CHARM OF THE EARLY DUTCH HOMESTEAD.

FROM THE OIL-PAINTINGS BY R. GWILO GOODMAN. REPRODUCED FROM "HISTORIC HOUSES OF SOUTH AFRICA," BY DOROTHEA FAIRBRIDGE, WITH A PREFACE BY GENERAL J. C. SMUTS. BY COURTESY OF THE PUBLISHERS, THE CLARENDON PRESS, OXFORD

IN his preface to the delightful book (named above) from which these paintings are reproduced, General Smuts points out that the old Dutch homesteads of South Africa, so much admired by Ruskin, have a unique character and beauty of their own, and form the principal achievement of South Africa in the domain of art. The two examples illustrated here are both in Cape Colony. Morgenster was built in 1786 for the Morkels, who have been landowners in the district for over two hundred years. It is a beautiful house with unusually good gables. That over the front door belongs to a type which Mr. Herbert Baker, the well-known architect,

[Continued in Box below.]



BUILT IN 1786 FOR THE MORKEL FAMILY, LAND-OWNERS IN THE DISTRICT FOR OVER 200 YEARS: MORGENSTER, IN CAPE COLONY, SHOWING THE DISTINCTIVE GABLE OVER THE FRONT DOOR.



BUILT IN 1710 FOR JACOBUS VOGEL: STELLENBERG, A FINE EXAMPLE OF AN OLD CAPE HOMESTEAD, WITH A GABLE OVER THE ENTRANCE ALMOST IDENTICAL WITH THAT OF GROOT CONSTANTIA.

[Continued.]

who has done much to revive the old Cape style, has described as an original form of gable unlike anything in Holland or Belgium. Like all the old Cape homesteads, Morgenster has large, cool rooms, with fine sash windows. At the Cape, as in all warm countries, both windows and shutters are usually closed after the early morning airing, to keep a moderate temperature indoors even on the hottest day.—Stellenberg is another fine old house, which still preserves its ancient dignity, though shorn of the fine estate that formerly belonged to it, in a growing district of villa residences, with trams to Wynberg and Cape Town passing the end of its avenue. The land on which the house stands was granted in 1697 by Simon van der Stel to a burgher named Jacobus Vogel. In 1710 Vogel's first homestead was destroyed by fire, and the present building was erected to replace it, probably on very similar lines. The gable above the front door is practically identical with that on Simon van der Stel's own house, the famous Groot Constantia. Doubtless he is commemorated in the name, "Stellenberg," as in those of Stellenbosch and Simon's Bay. The interior metal-work at Stellenberg is especially good, and the brass door-handles and finger-plates have been used as models in the rebuilding of Groote Schuur and in new houses built in the old Cape style. In 1742, after passing through various hands, Stellenberg belonged to Jan de Wit, probably the Dutch form of the name of John White, who had settled at the Cape. Early in the nineteenth century the house was occupied by Commissary-General de Mist, a special Commissioner sent out in 1802 by the Batavian Republic to take over the Cape when it was restored to the Dutch under the Treaty of Amiens. De Mist in 1803 installed as Governor of the Cape General Jan Willem Janssens, but remained there himself till 1805, living at Stellenberg with his daughter Augusta Uitenhage de Mist. After de Mist had left, the house again changed hands many times, until in 1878 it came into the possession of the Feltham family. The original grant of the estate was conditional on the planting of trees, and it is thought that some of the great oaks in the courtyard may have been among the young trees described in the letters of Simon van der Stel some two centuries ago. It may not be out of place to add that another side of South African life is also illustrated in colour in this number, that is, the tribal war-dances in native compounds at the Rand gold-mines.



## WHERE VISITORS TO SOUTH AFRICA CAN WATCH REAL BARBARIC "JAZZ": A NATIVE WAR DANCE ON THE RAND.

FROM THE WATER-COLOUR BY W. R. S. STOTT. "COVEREDHEADS."



A PICTURESQUE TRIBAL WAR-DANCE AT A JOHANNESBURG GOLD-MINE: A TYPICAL EXAMPLE OF REGULAR WEEKLY EVENTS IN THE VARIOUS NATIVE COMPOUNDS.

There are not many countries in the world to-day where the barbaric colour and movement of a primitive war dance by the aboriginal inhabitants may be witnessed in comfort in a large city. On the gold-mines of the Rand the native workers find relaxation and amusement in their tribal dances. The war dances, such as that depicted by our artist, are held regularly every week in the compounds of the various mines, and Overseas visitors to Johannesburg are always interested spectators. During the visit of the Prince of Wales last year, a notable feature of his triumphal tour through South Africa was the native *Indabas* at which tribal dances were given in his honour. A vivid impression of these dances has been recorded by Mr. G. Ward Price in his recent volume describing the Prince's tour in South Africa. "Though the *Impis* no longer march to war . . . their assembly still furnishes as impressive a human spectacle as the world can show. The two long ranks of Zulus in full fighting dress . . . began a low, muttering chant that swelled gradually to a sullen, moaning song. At first they remained

motionless. Only the oval shields of piebald hide and the long sticks they carried instead of assegais quivered in their hands. As the battle-song grew louder, the whole line began to spring forward at every few beats in a jump so perfectly timed that all the thousand heavy bodies came down upon the grass with a single stamp, and the ground quite literally trembled at the thud. . . . In time with their battle-song they swung their gleaming shields to right and left, then flashed them suddenly back into unbroken alignment like the front rank of a Roman legion." The mine war dances are not conducted on the same big scale as those at the native *Indabas*, but they are none the less impressive, and those readers who visit South Africa during the coming winter should not lose the opportunity of seeing these primitive expositions of real jazz movement. Arrangements for seeing the great gold-mines of Johannesburg and the native war dances can be made in London through the Publicity Agent, South Africa House, Trafalgar Square, London, W.C.2.





## *A Voyage of Discovery!*

What is Life itself but a voyage of discovery? From our earliest moments as a wide-eyed infant, craving to taste everything which appeals to our instinctive love of the beautiful, we are learning to "savour" only the very best. So it is when we graduate to the first pipe and enter upon that quest for the perfect tobacco which is the El Dorado of every true pipe-lover. Another

voyage of inquiry is begun, and joyously, recklessly, we adventure among innumerable brands of tobacco.

And when the variety of this pleasure begins to pall, we remember our fathers' wisdom, and turn to Craven Mixture—gladly, restfully—to find that its cool aroma, its perfect blending of matured tobaccos make us feel that we have reached our Haven at last.

# craven

MIXTURE TOBACCO

*Made by Carreras Ltd., London. Established 1788.*

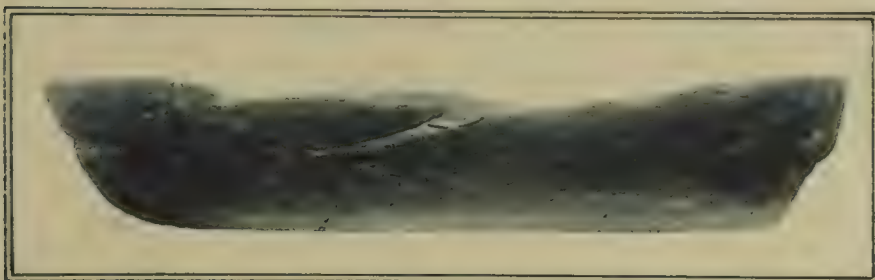
***Have you tried Double Broad Cut?***

*It realises the smoker's ideal—perfect combustion.*

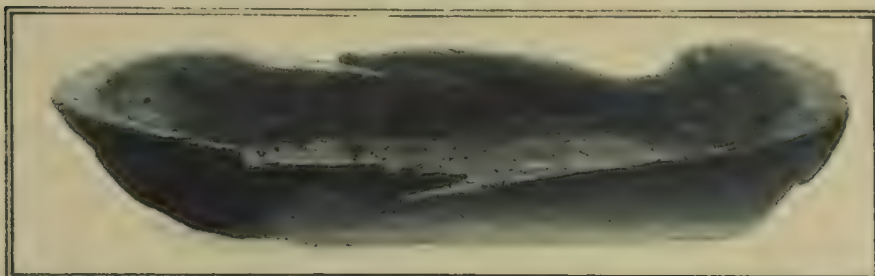


# THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY RUSSELL GODDARD, S. AND G., PHOTOPRESS, AND CENTRAL PRESS.



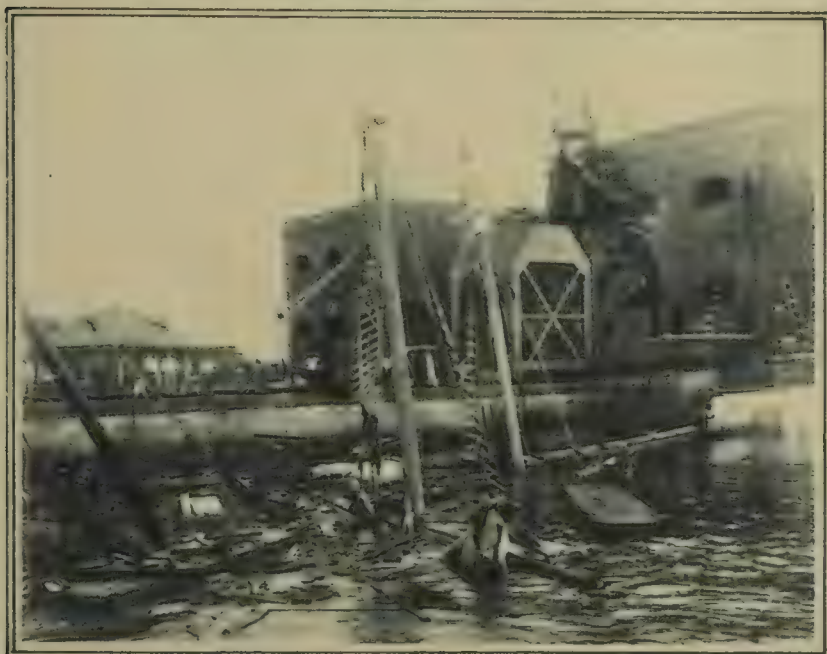
THOUGHT TO BE ANYTHING FROM 4000 TO 10,000 YEARS OLD: THE DUG-OUT OAK CANOE EXCAVATED FROM THE RIVER GRAVEL IN THE SOUTH BANK OF THE TYNE, NEAR RYTON.



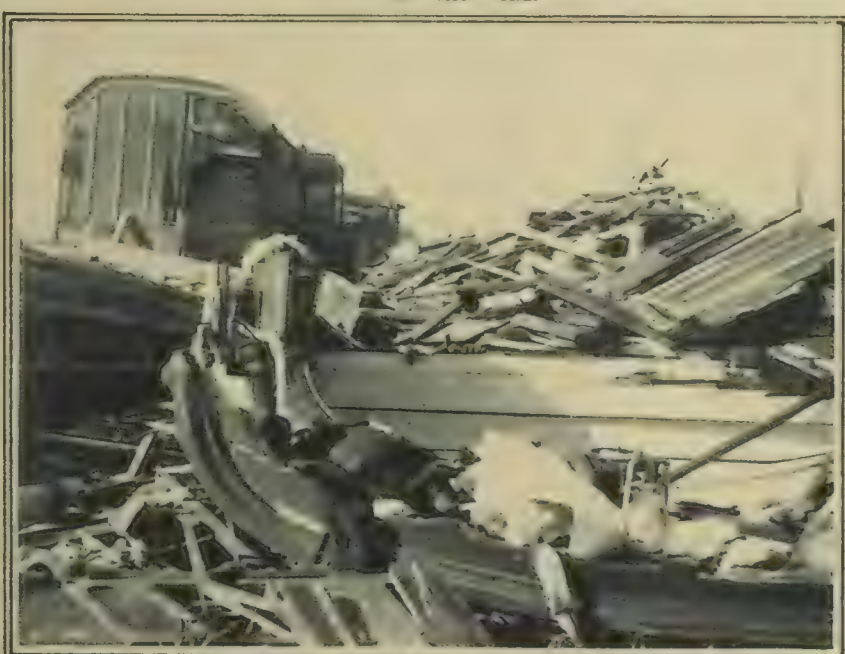
SHOWING ONE OF THE TWO HOLES IN THE BOWS, APPARENTLY INTENDED FOR MOORING-ROPES: THE RYTON CANOE, WHOSE INTERIOR YIELDS EVIDENCE OF CHARRING AND OF TOOL-MARKS.



THE DUG-OUT CANOE AS FOUND: THE CRAFT, WHICH IS 9 FT. 2 IN. IN LENGTH, WITH A BEAM OF 2 FT. 1 IN. AND DEPTH OF ABOUT 2½ FT., IN SITU BY THE TYNE.



AFTER THE RECENT HURRICANE AT VERA CRUZ, THE WORST FOR YEARS:—WRECKAGE OF LIGHTERS BESIDE BONDED WAREHOUSES AT THE PORT.

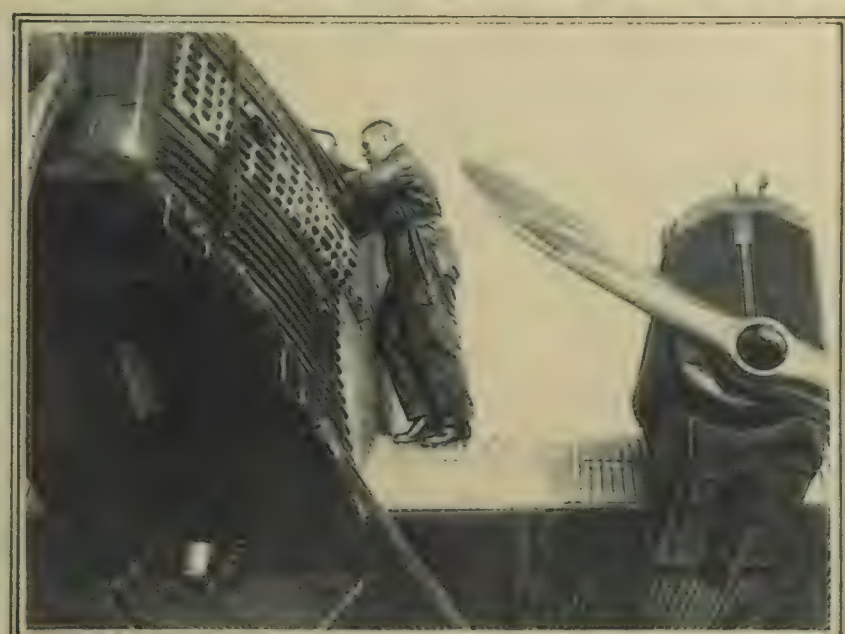


THE GRAVEST DISASTER IN THE HISTORY OF THE NEW SOUTH WALES STATE RAILWAY: A SMASHED COACH AFTER THE MAIL-TRAIN AND TRUCK COLLISION.



WITH DOUBLE-SLOTTED WINGS DESIGNED TO PREVENT THE MACHINE FROM HEELING OVER AND GETTING INTO A SPIN: THE NEW HANDLEY-PAGE "SAFETY FIRST" AIR-LINER.

The dug-out canoe of oak which is illustrated at the top of this page was excavated from the south bank of the Tyne, near Clara Vale, about a mile west of Ryton Station. It is judged that it is anything from four thousand to ten thousand years old, and it is now in Hancock Museum, Newcastle, whose Curator, Mr. T. Russell Goddard, superintended removal operations after, with the aid of miners, he had excavated the craft from its bed of river gravel seventeen feet below the present land-level, and some yards south of the position of the south bank of the Tyne some thirty years ago. Miners seeking fuel on the river edge first unearthed a portion of the canoe, and these men were of the greatest possible



THE DAILY FLYING SERVICE BETWEEN HAMBURG AND LONDON: A GERMAN PILOT TUNING-UP HIS ALL-METAL AEROPLANE BEFORE LEAVING CROYDON.

assistance.—The port of Vera Cruz, Mexico, was the centre of a hurricane disturbance on September 28.—On September 13 it was reported from Sydney that there had been a very grave accident in New South Wales. The mail train from Moree to Sydney, travelling at thirty miles an hour, crashed into five wool-laden trucks which were running at the same speed down a stiff gradient, after they had broken away from a goods train. Twenty-six people were killed and four of the injured were reported to be in a serious condition.—The daily service of Junker all-metal aeroplanes between London and Hamburg is run, so far as the machines are concerned, by the Luft-Hansa Co., of Germany, and, so far as the ground organisation is concerned, by Imperial Airways.



# AN ALPHABET DATED BY SOME TO 4000 B.C.: THE GLOZEL DISCOVERY.

REPRODUCED FROM "NOUVELLE STATION NÉOLITHIQUE" (3 PAMPHLETS) BY PERMISSION OF THE AUTHORS, DR. A. MORLET AND M. EMILE FRADIN.



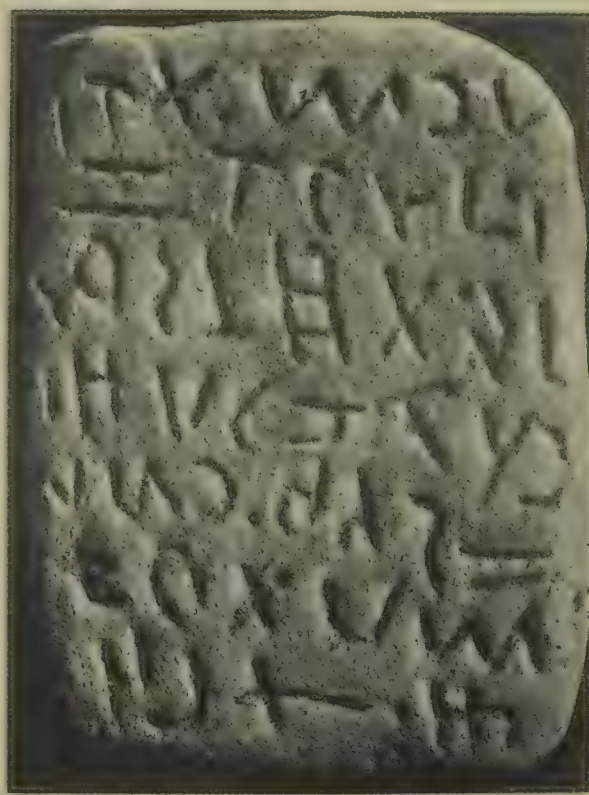
BELIEVED BY SOME TO BE NEOLITHIC: AN INSCRIBED CLAY BRICK FROM GLOZEL, INCLUDING SIGNS RESEMBLING CAPITAL LETTERS OF THE MODERN ALPHABET.



ENGRAVED WITH A SIGN LIKE THE GREEK LETTER "PSI": A TRIANGULAR STONE IMPLEMENT.



INSCRIBED WITH ALPHABETICAL SIGNS: ONE OF THE SLATE RINGS FOUND AT GLOZEL.



SAID TO DATE FROM 4000 B.C.: ANOTHER INSCRIBED CLAY BRICK FROM GLOZEL, INCLUDING SIGNS RESEMBLING OUR CAPITALS T, W, L, X, AND H.

*alphabet ideographique de Glozel*

1	.	28	+	4	+	4
2	..	29	+	4	+	4
3	—	30	+	4	+	4
4	—	31	+	4	+	4
5	—	32	+	4	+	4
6	—	33	+	4	+	4
7	—	34	+	4	+	4
8	—	35	+	4	+	4
9	—	36	+	4	+	4
10	—	37	+	4	+	4
11	—	38	+	4	+	4
12	—	39	+	4	+	4
13	—	40	+	4	+	4
14	—	41	+	4	+	4
15	—	42	+	4	+	4
16	—	43	+	4	+	4
17	—	44	+	4	+	4



THE GLOZEL ALPHABET COMPILED FROM CLAY BRICKS AND ENGRAVED TOOLS: NUMBERS 1 TO 32 OF THE 81 IDEOGRAMS.

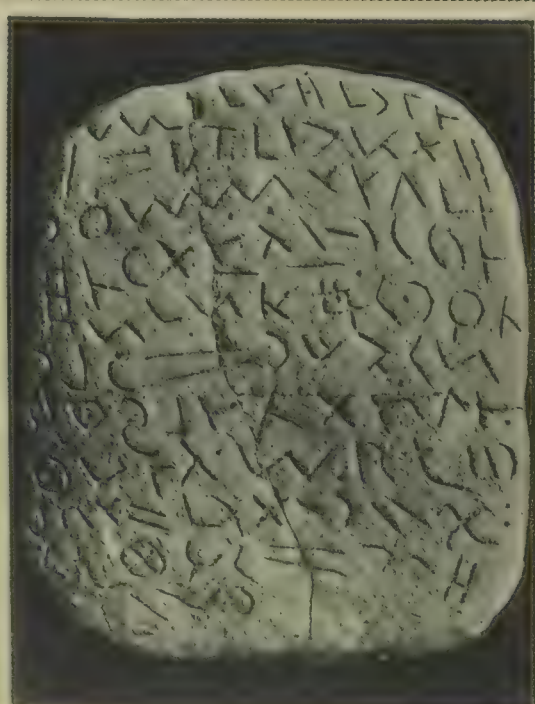
33	+	45	+	4	+	4
34	+	46	+	4	+	4
35	+	47	+	4	+	4
36	+	48	+	4	+	4
37	+	49	+	4	+	4
38	+	50	+	4	+	4
39	+	51	+	4	+	4
40	+	52	+	4	+	4
41	+	53	+	4	+	4
42	+	54	+	4	+	4
43	+	55	+	4	+	4
44	+	56	+	4	+	4
45	+	57	+	4	+	4



THE GLOZEL ALPHABET CONTINUED: THE REMAINDER OF THE SIGNS (NUMBERED 58 TO 81) COPIED FROM THE BRICKS AND TOOLS.

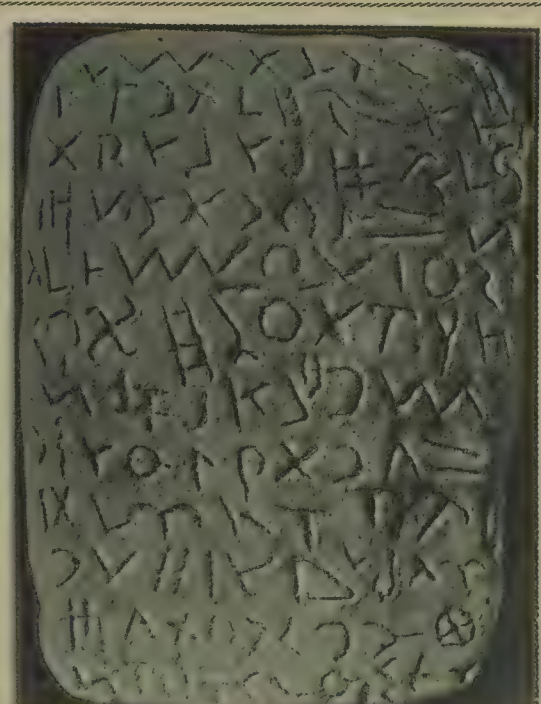
58	+	70	+	4	+	4
59	+	71	+	4	+	4
60	+	72	+	4	+	4
61	+	73	+	4	+	4
62	+	74	+	4	+	4
63	+	75	+	4	+	4
64	+	76	+	4	+	4
65	+	77	+	4	+	4
66	+	78	+	4	+	4
67	+	79	+	4	+	4
68	+	80	+	4	+	4
69	+	81	+	4	+	4

THE GLOZEL ALPHABET CONTINUED: SIGNS (NUMBERED 33 TO 57) FOUND ON INSCRIBED CLAY BRICKS AND TOOLS.



A CAUSE OF KEEN ARCHÆOLOGICAL CONTROVERSY: ONE OF THE LARGER CLAY TABLETS FROM GLOZEL, INSCRIBED WITH ALPHABETICAL SIGNS (38 CM. LONG).

EXTRAORDINARY interest has been aroused by the discovery at Glozel, near Vichy, in France, of numerous clay bricks inscribed with alphabetical signs, and archaeological authorities differ greatly as to their date and origin. Some believe them to be Neolithic and about 6000 years old. Professor Elliot Smith, whose article on the subject appears on page 782, believes the explanation to be that the Neolithic Age in Western Europe was much later than is generally supposed, and only began about 2000 B.C. This, he thinks, would account for the apparent incongruity of Neolithic objects being found in association with others showing Minoan influences. "More than fifty inscribed tablets," he writes, "belonging to the remote epoch (to which M. Reinach assigns an age of 3000 or 4000 B.C.) reveal writing of a well-defined and regular type, of which certain signs are new, whereas others recall in a surprising way Phœnician, archaic, Greek, and Italic alphabets." M. Camille Jullian considers that there is nothing Neolithic in the Glozel alphabet, which is "cursive Latin of the time of the Empire," while the brick inscriptions are "magic formulæ, incantations, and vows."



INCLUDING THE SWASTIKA SIGN (ON LEFT IN THE SIXTH LINE FROM THE TOP): ANOTHER OF THE INSCRIBED CLAY TABLETS AT GLOZEL (35 CM. LONG).

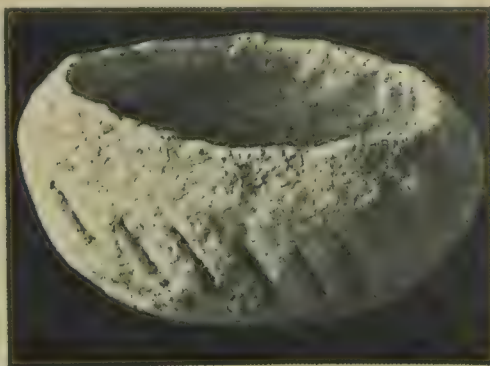


# THE ART SIDE OF THE GLOZEL

REPRODUCED FROM "NOUVELLE STATION NÉOLITHIQUE"  
BY COURTESY

**B**ESIDES the alphabet illustrated on the opposite page, the discoveries at Glozel included also many tools and implements of prehistoric type, clay statuettes, and numerous articles of pottery. The engravings of animals are believed to point to the Reindeer Epoch. "The scepticism of people who have not visited the site," says Professor Elliot Smith, "is inspired mainly by the belief of the impossibility of finding in association objects from Western Europe which suggest synchronism

(Continued in Box 2.)



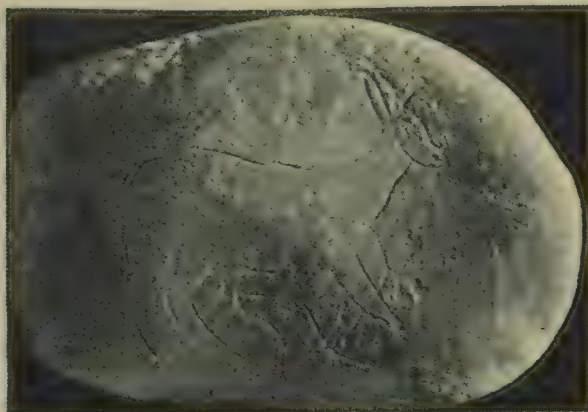
DECORATED WITH DEEP OBLIQUE CUTS: AN EXAMPLE OF INCISED POTTERY FOUND AT GLOZEL (6-CM. HIGH, AND 13-CM. OUTER DIAMETER)

## DISCOVERY: POTTERY & SCULPTURE.

(THREE PAMPHLETS), BY DR. A. MORLET AND M. EMILE FRADIN.  
OF THE AUTHORS.

with the end of the Magdalenian, the beginning of the Neolithic, and the definite phase of the Minoan culture; and in the second place of finding a linear script in association with those other objects. . . . The point that I wish to emphasise is that, if the dating which on entirely other grounds, I have been putting forward during the last four years for the beginning of the Neolithic period be adopted, then both difficulties are excluded from the domain of the

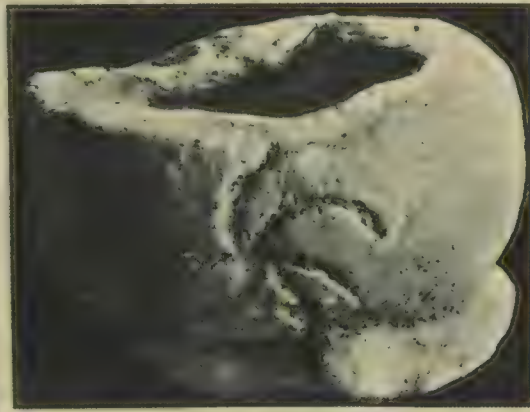
(Continued in Box 3.)



PERHAPS A CLUE TO THE GLOZEL LANGUAGE: A PEBBLE CARVED WITH A DEER SUCKLING HER FAWN, AND AN INSCRIPTION ON THE OTHER SIDE.



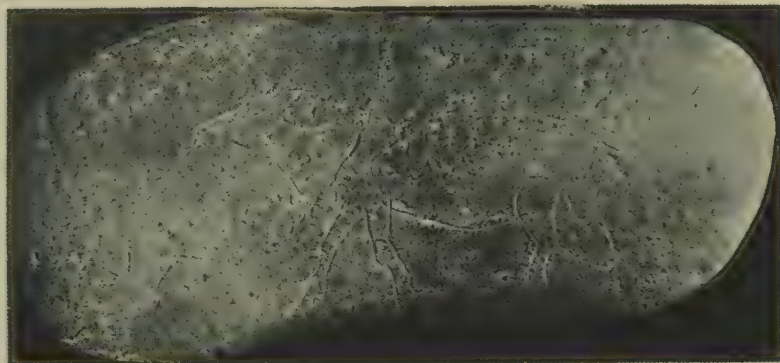
OF MAGDALENIAN TYPE: A BARBED SPEAR-POINT OF STAG-HORN; WITH TWO PERFORATED ANIMAL TEETH.



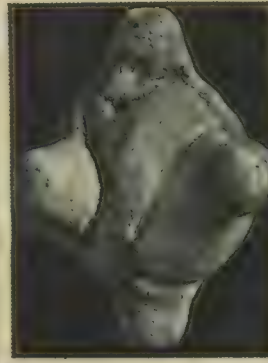
DECORATED WITH A SOLAR EMBLEM FORMED OF SIX INCURVING RAYS, DEEPLY INCISED: A LAMP-SHAPED VASE (12-CM. LONG AND 9-CM. HIGH).



SMOOTH AND WELL-FINISHED: ONE OF A PAIR OF SMALL VASES WITH A FOOT.



POINTING TO THE REINDEER EPOCH AS THE DATE OF THE GLOZEL ALPHABET: A PEBBLE CARVED WITH A REALISTIC FIGURE OF A REINDEER, ACCOMPANIED BY AN INSCRIPTION.



WITH A MARK WHERE CORD WAS WOUND ROUND IT: A PERFORATED BOBBIN.



DECORATED WITH TWO ROWS OF CUTS: AN INCISED POTTERY VESSEL. (8.5-CM. HIGH).



A "DEATH'S HEAD" VASE: ONE OF A PAIR, ROUNDED AND SCULPTURED, FOUND NEAR A TOMB AT GLOZEL.



DECORATED WITH FOUR HUMAN FACES (ONE HERE SEEN): A SCULPTURED VASE (11-CM. HIGH).

impossible, for if the Neolithic period in Western Europe did not begin until the second millennium, the Minoan analogies are not impossible of explanation, however improbable they may be; and the reduction of the date assigned to the Magdalenian period allows for the latter extending up to the beginning of the Neolithic period. . . . If the discoveries at Glozel belong to the second millennium, and reveal, as Reinach claims, unquestionable evidence of contact with Crete, it should not be impossible to believe that not only the artistic culture of the Minoan civilisation reached France, but also a linear script

(Continued in Box 4.)

in many respects analogous to those which are admitted to have been transmitted to Italy. Dr. Morlet puts forward the remarkable claim that his discovery affords corroboration of Reinach's theory that the discoveries at Glozel afford actual proof of the origin of linear characters in Western Europe, and the spread of the influence of this great discovery towards the East. It is hardly necessary to say that, if one recognises the inspiration of Crete in the pottery, it is hardly likely that Crete derived its knowledge of writing from France."



# THE RIDDLE OF THE GLOZEL ALPHABET:

AN INTRIGUING DISCOVERY IN FRANCE IN RELATION TO THE DATE OF THE NEOLITHIC AGE.

By PROF. G. ELLIOT SMITH, F.R.S., the distinguished Anthropologist, Author of "The Evolution of Man," and Professor of Anatomy in the University of London.

IN attempting to apply to anthropology the rigid discipline of inquiry which is regarded as essential in other subjects of university training, the fundamental consideration should be the question of chronology. Until the different phases in the history of Man, and of human activities, are put in their proper sequence, it is obviously impossible to interpret their significance. On the other hand, once we have agreed as to the relative dates of different phases in this history, we have gone a long way towards not only defining the problems to be solved, but also in arriving at a solution.

In considering questions of chronology in relation to human development, it is of the utmost importance sharply to differentiate between the dates assigned to the extinct members of the human family, and to the events in the history of *Homo sapiens*. Two entirely distinct methods of chronology should be used for these two groups of facts. For the former we have nothing more exact than the geological chronometer, and no one knows whether the human family has been in existence for only half a million or five million years. In the case of *Homo sapiens*, however, we should aim at expressing our conclusions in terms of millennia—or, better still, centuries.

A few weeks ago, when the old exaggerated statement that the Magdalenian period ended at least 30,000 years ago was repeated in public, I expressed the opinion that it would be nearer the truth if one of the ciphers were knocked off this estimate. M. Salomon Reinach seemed to assume that I was claiming an actual date of 3000 years ago for the ending of the Magdalenian period, whereas all that I intended to imply was that 3000 years ago would be nearer the truth than 30,000. As a matter of fact, I have always claimed that the end of the Magdalenian period coincided with the beginning of the Neolithic, and during the last four years I have on several occasions called attention to the fact that there was no evidence to support the belief that the Neolithic period was any earlier in Western Europe than 2000 B.C. Moreover, I have repeatedly emphasised the fact that the Neolithic phase of culture is distinguished by an arbitrary collection of arts and customs such as are found in no other part of the world in that particular and exclusive combination. So that it is confusing and altogether unwarrantable to use this term with reference to a phase of culture in any other part of the world except Western Europe.

The issues involved in these claims have been brought to a decisive point during the last few months by a series of discoveries in France on a site in which objects distinctive of Neolithic and Magdalenian culture were associated in the same deposit along with others that seem to point to Ægean influence during the second millennium. The discovery of these remarkable associations has provoked a very lively controversy in France, which has been conducted mainly in the columns of the *Mercure de France*, in which a group of competent scholars have hotly debated whether or not the objects they have found have been associated by fraud or accident, or represent a genuine archaeological association.

It seems worth while discussing the issues involved because there are reasons for assuming that there would have been no ground for serious controversy if the possibility of the date that I have suggested for the Magdalenian period had been taken into consideration.

In a short paper entitled "Nouvelle Station Néolithique," by Dr. A. Morlet and Emile Fradin, the following description is given of the discovery of this site:

"On 1st March, 1924, Emile Fradin, a villager of Glozel, in the district of Ferrières-sur-Sichon (Allier), whilst ploughing a field called 'Duranton,'\* which forms a small mound at the bottom of a valley, sheltered from the north and east, lying on the left bank of the Vaireille,† dug up with his ploughshare two small cup-shaped bricks, which immediately attracted his attention.

"That same evening he continued digging, and brought to light a long, oval grave. From the loose earth he collected numerous fragments of pottery and a great quantity of slag. The next day he discovered, at an approximate depth of 0 m. 25, and at a distance of about 0 m. 50 from the grave, a brick inscribed with alphabetical signs."

In April 1925, following a report published in "Le Bulletin de la Société d'Emulation du Bourbonnais," on discoveries not yet accredited by them, Dr. A. Morlet, of Vichy, visited the excavations at Ferrières, and, considering that it was necessary to take charge of them, made an agreement some time afterwards with the discoverer, M. Fradin, that they should be opened up on a larger scale. Dr. Capitan, whilst on a visit to Vichy, visited the spot, and helped the excavators with his enlightened advice.

These further excavations resulted in the discovery of three alphabetically inscribed bricks, signs of an important lithic industry (axes, knives, sharpeners, and marked

pebbles; agricultural implements chipped from volcanic rock; flint spear-heads; small flints, and round bowls for painting material, etc.), several hand impressions, brackets for keeping pottery, clay lamps, a workshop full of small trinkets, a deposit of ochre, several signs of the sun, sacred horns in stone, and several figurines, both male and female. And as this group should not be separated, but should form part of a Neolithic centre, on the banks of the Vaireille, the surrounding country extending beyond this village should also be explored.

In a letter written on Sept. 28, M. Reinach says: "I see that these astounding discoveries at Glozel are quite unknown in England," and he put me into touch with Dr. Morlet at Vichy, who has kindly supplied me with all the literature relating to these remarkable discoveries. M. Reinach says that "the analogies with early Ægean and Trojan are so evident that it is impossible not to admit the same chronology—about 3000 B.C., or more—for both."

Since M. Reinach wrote his letter to me there has been published in the *Mercure de France* on the first of this

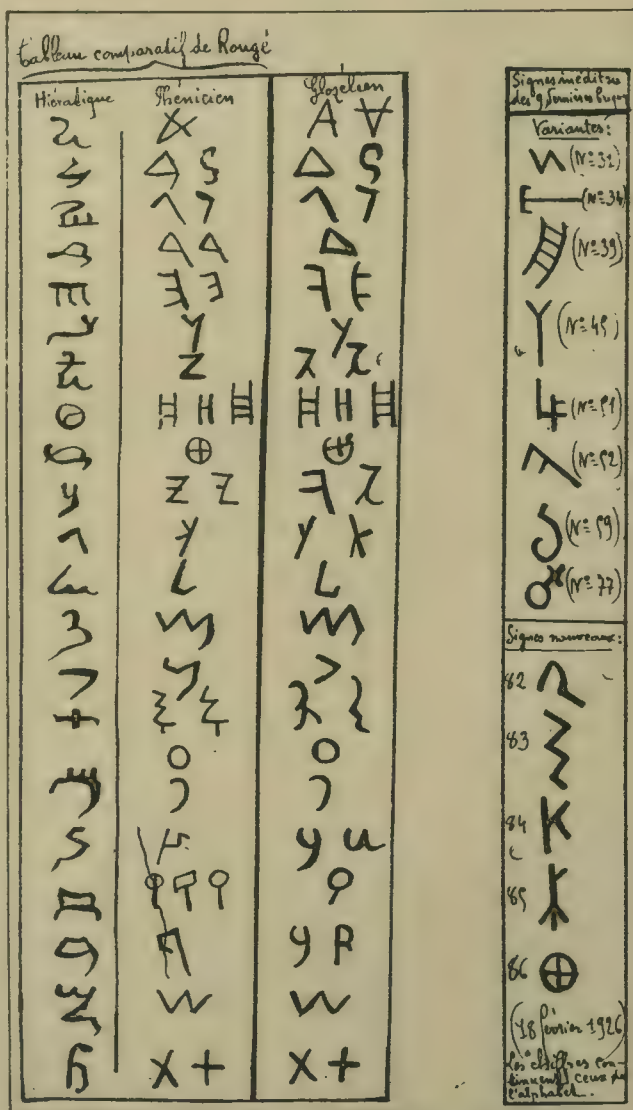
M. Camille Jullian to reply that there was nothing Neolithic in the alphabet, which was cursive Latin of the time of the Empire, and that the inscriptions on the bricks were magic formulae, incantations, and vows. He says they were inspired by the Mediterranean alphabets current in the third and second centuries B.C.

In August 1926, M. Salomon Reinach made a communication to the Académie des Inscriptions et Belles Lettres, in which he declared that having visited Glozel, near Vichy, he was in a position to assert that there were no grounds for any suspicion as to the accuracy of Dr. Morlet's account of the conditions under which the inscribed tablets were found. He was present at the exhumation of one of the tablets and a clay statuette of an extremely curious and new type, and any suggestion of fraud is quite out of the question. The engravings of animals provide evidence of the Reindeer Epoch. More than fifty inscribed tablets belonging to this remote epoch (to which M. Reinach assigns an age of 3000 or 4000 B.C.) reveal writing of a well-defined and regular type, of which certain signs are new, whereas others recall in a surprising way Phœnician, Archaic, Greek, and Italic alphabets, that naturally arouses suspicions (which M. Reinach feels bound to put aside). There are striking resemblances between the Glozel inscriptions and others of the same nature discovered in an early Portuguese dolmen twenty years ago.

Into the question of the controversy concerning the finds at Glozel I do not pretend to go, because the association of the objects, which is the chief subject of controversy, is a matter of direct observation upon which only those who have actually visited the site are competent to express an opinion; and with regard to the inscriptions on the clay tablets, only an expert philologist would be justified in expressing an opinion. I refer to the matter, however, to point out that one of the most important factors in the controversy is the consideration of chronology. The scepticism of people who have not visited the site is inspired by the belief of the impossibility of finding in association objects from Western Europe which suggest synchronism with the end of the Magdalenian, the beginning of the Neolithic, and the definite phase of the Minoan culture; and in the second place, finding a linear script in association with those other objects.

The point that I wish to emphasise is that if the dating, which on entirely other grounds I have been putting forward during the last four years, for the beginning of the Neolithic period be adopted, both difficulties are excluded from the domain of the impossible. For, if the Neolithic period in Western Europe did not begin until the second millennium, the Minoan analogies are not impossible of explanation, however improbable they may be; and the reduction of the date assigned to the Magdalenian period allows for the latter extending up to the beginning of the Neolithic period. In the second place, if this date is admitted, the question of the linear script takes on an entirely new aspect. The researches of philologists during recent years have shown that there were a series of linear scripts in the Mediterranean area during the first and second millennia B.C. Some of the evidence bearing upon this question has recently been concisely summarised in the fourth volume of the "Cambridge Ancient History" by competent scholars. In this volume Professor Bury quotes the opinion of Eisler: "The Cretan Alphabet (J.R.A.S. 1923, pp. 35 and 169) deduces, from the marks inscribed on new-discovered copper ingots from Hagia Triada in Crete, in a stratum just on the border-line between Middle Minoan III. and Late Minoan II.—i.e., in the middle of the second millennium B.C.—new evidence in favour of the view that it was the Phœnicians who first introduced the art of writing into Greece." Moreover, the interesting observations of the discovery made by Dr. Alan Gardiner in 1915, the full account of which was published in January 1916, in the "Journal of Egyptian Archaeology," suggests that a linear Semitic script seems to have arisen in Sinai out of the Egyptian material as early as the beginning of the second millennium, and that the Proto-Semitic alphabet and the Phœnician characters, from which Greek were subsequently derived, came from this Egyptian source. If, then, the discoveries at Glozel belong to the second millennium, and reveal, as M. Reinach claims, unquestionable evidence of contact with Crete, it should not be impossible to believe that not only the artistic culture of the Minoan civilisation reached France, but also a linear script in many respects analogous to those which are admitted to have been transmitted to Italy.

Dr. Morlet puts forward the remarkable claim that his discovery affords corroboration, if not actual proof, of Reinach's theory, which was elaborated in the "Mirage Orientale," and pretends that the discoveries at Glozel afford actual proof of the origin of linear characters in Western Europe, and the spread of the influence of this great discovery towards the East. It is hardly necessary to say that, if one recognises the inspiration of Crete in the pottery, it is hardly likely that Crete derived its knowledge of writing from France.



SHOWING A STRIKING RESEMBLANCE BETWEEN THE GLOZEL ALPHABET AND THE PHœNICIAN: A COMPARATIVE TABLE OF (LEFT TO RIGHT) EGYPTIAN HIERATIC LETTERS, PHœNICIAN LETTERS, AND GLOZELIAN LETTERS; TOGETHER WITH SOME NEW SIGNS AND FIGURES (ON THE EXTREME RIGHT) FROM BRICKS FOUND AT GLOZEL.

Dr. Morlet and M. Fradin write: "This comparative table, compiled by M. de Rougé, shows Egyptian hieratic letters and archaic Phœnician letters, with corresponding signs from the Neolithic tablets found at Glozel. The resemblance of these last to the Phœnician is astonishing. This almost absolute identity, in most of the letters, is not found with the hieratic script."

Reproduced from "Nouvelle Station Néolithique" (Second Pamphlet), by Dr. A. Morlet and Emile Fradin. By Courtesy of the Authors.

month a full account of the controversy which has taken place with reference to the finds at Glozel, with full bibliographical references to the opinions expressed for and against the authenticity of the finds. From this summary I make the following quotations—

"Numerous industries discovered together, deer-horn harpoons, pictures of animals engraved on pebbles, ornamental pottery and clay tablets, upon which regularly arranged letters were inscribed."

"In August 1926, Mr. Henry de Varigny critically examined the conflicting statements, and on the whole was sympathetic to the views of Dr. Morlet that a Neolithic alphabet had been found at Glozel. This provoked

\* This field had only recently been cleared, which explains why, in spite of the shallow depth, these articles had not previously been discovered.

† The Vaireille is a stream that is easy to ford level with the field "Duranton." It flows to Arronnes in Sichon, which touches Allier at Vichy.



# The Union of South Africa

*It is springtime there*



Full particulars and advice about wintering in South Africa can be obtained from the Union Government's Travel Bureau by communicating with the Publicity Agent, South Africa House, Trafalgar Square, London, W.C. 2.

*Write for Tours Book ("A.Y.")*



# Fashions & Fancies



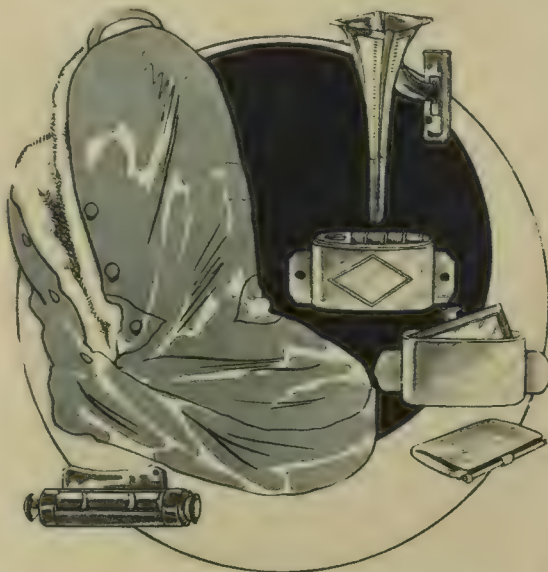
*A coat of blue suede leather lined with checked Saxony tweed, matching the coat and skirt; an ideal motoring outfit from Burberrys in the Haymarket, S.W.*

THE CRY OF THE HORN AND THE CHASE OF THE CAR ON THE ROAD LURE EVERYONE AT THE MOMENT, AND CONSEQUENTLY FASHIONS CIRCLE OBEDIENTLY ROUND SPORTING MATTERS.

to reach above the knees—rather like a cowboy's sheepskins—and rugs innumerable, the latest ones being made of alpaca, which looks like fur and shares its warmth, though weighing considerably less. For the driver, whose limbs must be unhampered, there are variations of the Russian boots closed from top to toe with "lightning" fasteners, so that they are easily slipped on; while for those who prefer wearing shoes, are warm gaiters of knitted wool or cloth looking like men's golf-stockings, with turned-down tops in gaily-coloured patterns.

## The Dual Burberry.

A splendidly practical motoring outfit is the one pictured above, which was designed and carried out by Burberrys in the Haymarket, S.W. The overcoat is of blue leather lined with blue Saxony tweed, worn over a coat and skirt of the latter material. Another excellent coat for the open car is the dual Burberry, one side carried out in coating and the other in Slimber, Solgardine, gabardine, or Retniw,



*A group of small but invaluable accessories for the car, including a new revolving ash-tray, a knee-length "footmuff," a vase, and leather companions. Sketched at Gamages, Holborn, E.C., famous for sports equipment.*

this firm's famous windproof and weatherproof materials. Close-fitting little tailored hats of leather can be obtained to match, and also detachable fur linings, which are extremely useful. Squirrel lock is especially appropriate, being wonderfully light in comparison with its warmth.

## Luxuries for the Car.

Half the pleasure of motoring depends on the small accessories which add to one's general comfort. Pictured in the centre of this page is a group of quite inexpensive trifles which prove invaluable. The new revolving ash-tray (price 10s. 6d.) fits on to the side of the car, and closes right up when desired, so that the ashes cannot blow about in the wind. The two leather "companions"—one containing mirror and notebook, and the other ash-tray and match-box—are one guinea the pair, and the flower-vase 17s. 6d., prettily enamelled in the colour of the car. They were sketched at Gamage's, Holborn, E.C., in company with the foot-muff of suede lined with lambswool and fur, price 79s. 6d., which fastens above the knee. There are also delightful new animal and bird mascots enamelled in their natural colourings, obtainable from 30s. They are wonderfully life-like, and almost every species is available, while others will be made to order. By the way, this firm have a wonderful fleece-lined leather motoring coat available for £5 5s.; and wind-proof and rain-proof "chokker" waistcoats of suede banded with ribbed wool are from 75s. 9d., lined with silk.

## Furs at Moderate Prices.

In very cold weather, it is to furs that women turn immediately. Sketched on this page is one of the latest coats of musquash and sable squirrel, to be seen at the City Fur Store, St. Paul's Churchyard, E.C. It is obtainable for 69 guineas. In the same salons there are graceful coats of moleskin with collar, cuffs and flounce of soft grey hare. Flank, price 22 guineas; and one of electric seal coney, with a huge roll collar of natural skunk, is 25 guineas. Long bear coney coats can be obtained from 12 guineas upwards, and a beautiful evening cloak of white fur worked in strands to resemble ermine, is available for 15 guineas. Foxes of every description are once more in vogue, and it must be noted that here stoles of silver pointed and brown fox are 6½ guineas each, and Canadian red fox 8½ guineas; while a beautiful natural cross-fox stole is 18 guineas. An illustrated catalogue full of interesting possibilities will be sent gratis and post free on request to all who apply mentioning the name of this paper. It includes also particulars of fur motor-rugs of all kinds.



*A musquash and sable-squirrel coat, sketched at the City Fur Store, 64, St. Paul's Churchyard, E.C.*

## The Coachman's Corduroy.

There are such multitudes of glittering frocks and wraps to be seen in the dress parades that the more unobtrusive sports clothes are apt to forfeit their fair share of attention. But now the shooting season is over, the quieter colourings of the moors have given place to more arresting shades. Bright blue is a favourite colour, often allied with cherry, and knitted jersey and tweed is an alliance much in vogue. A stockinette jumper faced with tweed, for instance, is completed with a tweed skirt and three-quarter coat to match—for this is the newest length sports coat from Paris. For golf, the suits are usually three-piece, comprising jumper, skirt, and sleeveless cardigan, while on the journey to the links may be worn one of these new coats, lined with fur, or with leopard-patterned flannel. Velvet is also used on some smart "country clothes." A lovely cashmere jumper suit, for instance, has collar, tie and belt of soft green corduroy velvet, and a slim, perfectly tailored top-coat to match, lined with the cashmere, making a beautifully warm outfit. The coat is belted at the back, and boasts large patch pockets and cuffs, altogether reminiscent of the old coachman's overcoat of corduroy. The mode for "plus fours" for golf has been introduced for several seasons now, but has never achieved here the popularity it enjoys in America. This year, a compromise has been effected, however, and wrap-over skirts are made with inner "shorts" of the same tweed, which, if they show at all, merely look like a neat petticoat, and are extremely practical for strenuous players.

## New Modes for the Motorist.

Even the car itself, in these days, bows down to the influence of fashion. Some of the newest models shown at the motor shows in Paris and London are constructed with innumerable little "gadgets" in coloured enamel, chosen to suit the owner's fancy—and clothes—while others have even miniature dressing-tables complete with everything to repair in a few moments the damage caused to the complexion by wind and dust. The motoring clothes are little changed, but are even more practical. Coats are lighter, though equally warm, and if they are of leather, the skins are specially treated to withstand rain. The smartest are, of course, the shortest, and there remains the problem of how to keep one's legs warm in the face of the draught which swirls about them in the best-regulated car. For the passenger, there are "foot" muffs long enough



# SOBSTUFF



## PEARLS AND ABDULLAS

SHE: Mr. Cat Burglar, how did you climb  
To the bedroom of scared Little Me?

HE: I came by the stairs with a courage sublime  
To this eyrie marked "Flat 53."

SHE: Mr. Cat Burglar, what do you seek  
From the poorest of Good Little Girls?

HE: You will pardon me, Miss, if I venture to speak  
Of your diamond bracelets and pearls.

HE: Do not worry your poor little head, I will take these Abdullas—whose charm I adore,  
And I'll spare you your trinkets instead. *(Departs with her entire supply of Cigarettes.)*

SHE: Mr. Cat Burglar? Help!—It's too late—I am quite the most luckless of girls *(bursts into sobs)*,  
No Abdullas to smoke—what a pitiless fate! Oh! why didn't I give him the pearls? *(Draws them from under her pillow and collapses.)*

SHE: Mr. Cat Burglar—one Cigarette? *(Holds out a box.)*

An Abdulla whose charm is supreme—

I hid my sham jewels, but where I forget—

This is surely some horrible dream!—

Are they under the cushions that heap my divan—

Or 'neath lingerie tenderly pink?

Did I place them—I'm thinking as fast as I can—

In the meat-safe that stands by the sink?—

Mr. Cat Burglar, pray smoke some more.

F. R. Holmes.

# ABDULLA SUPERB CIGARETTES

TURKISH

EGYPTIAN

VIRGINIA



## THE WORLD OF WOMEN.

THE return of the King and Queen to Sandringham has given great satisfaction to the people of the little village of the name a mile away, most of whom are more or less connected with the royal estate. Sandringham, enclosed with its high walls and with very few houses beyond it nearer than the village, affords the Royal Family complete privacy. From the main gate one gets a view of the front of the great house, and the windows peer across the park, but the paths leading through the grounds wind about, and there are so many trees that the other gates give no view at all to travellers on the public road. It is very pleasant for the King and Queen to have

Queen Maud of Norway once more as a near neighbour.

Lord and Lady D'Abernon are spending a few days at Esher Place, their beautiful Surrey home, before seeking the sunshine of Italy. Their reception in England has been as cordial and appreciative as were the parting scenes in Germany, where they have left so many friends. Full marks are always given by public opinion to the wives of our Ambassadors and our Governors overseas when they have helped their husbands in difficult and subtle tasks. Lady D'Abernon has by

TO GO TO ITALY SHORTLY:  
LADY D'ABERNON, WIFE OF  
THE EX-AMBASSADOR TO  
GERMANY.

Photograph by Schneider.

common consent been awarded in addition a sort of gold medal of public praise for the tact, charm, and good sense with which she handled social problems of quite unusual difficulty. She has always been greatly admired since the first days when she was notable in society as one of the four beautiful daughters of Earl Feversham. The others were the

Duchess of Leinster, who was regarded as the most beautiful Englishwoman of her time; Lady Cynthia Graham; and Lady Ulrica Baring. The personal success of the British Ambassador and Ambadress in Berlin is one more proof of the fact that every great constructive human scheme depends for its success or failure on the individual.

Lady Frances Balfour, who has been one of the chief speakers at the conference of the National Council of Women in London this week, has been for many years an interesting and distinctive figure in public life on both sides of the Border. The picturesque headgear reminiscent of Mary Stuart which she designed for herself makes an effective setting for her fine, strong, rather whimsical face, but it gave her a venerable appearance at a far too early age. Still, it suits her personality, and people always like to look at her, whether she is making her way through a crowded assembly, or trudging along Piccadilly with the air of the Scottish moors and hills about her, and the Lion of Scotland—invisible but clearly realised—padding along by her side. Lady Frances, who



THE MARRIAGE OF THE MASTER  
OF FALKLAND TO MISS JOAN  
SOUTHEY: THE BRIDE AND BRIDE-  
GROOM.

The wedding of the Master of Falkland, the son and heir of Viscount Falkland, and Miss Joan Sylvia Southey, daughter of Captain and Mrs. Charles Bonham Southey, took place at St. George's, Hanover Square, last week.

Photograph by Lafayette.

married a younger brother of the Earl of Balfour, is the daughter of the eighth Duke of Argyll and granddaughter of a Duke of Sutherland, and is tremendously proud of her Scottish birth.

She is a witty and brilliant speaker, and the dullest meeting wakes up when she takes her rapier in hand. Her wit is sometimes rather biting, but her greatest delight is in appreciating what is noble in human character and achievement. She greets it with almost romantic enthusiasm wherever found, without respect to sex or class or creed.

Lady Acland, whose husband, the Rt. Hon. F. D. Acland, has just succeeded his father, Sir Arthur Acland, as fourteenth Baronet, has been for many years one of the most active and efficient women in the Liberal party. The daughter of the late Mr. Cropper, a well-known Westmorland squire, she has always been especially interested in country life and the welfare of agricultural workers. Since her father-in-law came to live in London some years ago, Mr. and Mrs. Acland have been living at Killerton Park, in Devon, a house with a long and notable history. Their friends were deeply concerned when, three or four years ago, part of the historic old building was destroyed by fire.

Lady Acland devoted much of her energy and enthusiasm in the early years to suffrage propaganda, chiefly in the ranks of her own party, and now her special attention is given to the land and to education. A staunch champion of difficult causes, she is a downright but friendly and genial opponent. She was Chairman of the Peace Pilgrimage which was

[Continued overleaf.]



ONE OF THE CHIEF SPEAKERS  
AT THE CONFERENCE OF THE  
NATIONAL COUNCIL OF WOMEN:  
LADY FRANCES BALFOUR.

Photograph by Bassano.



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TO VISIT  
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"Gingerly, and as if treading upon eggs, Cuddie began to ascend. . . . He got up, however, into the yew-tree. . . . The window was small, and had been secured by stanchions of iron . . . long worn away by time. . . . Entrance was therefore easy . . . while his companions . . . were urging and threatening him . . . his head became visible to Jenny Dennison. . . . So soon as this object of terror caught her eye, she . . . flew to . . . a pot of kail-brose which she herself had hung on the fire . . . and still exclaiming 'Murder! murder!—we are a' harried and ravished—the Castle's ta'en—tak it amang ye!' she discharged the whole scalding contents . . . upon the person of the unfortunate Cuddie!"

OLD MORTALITY, BY SIR WALTER SCOTT

It is possible that the philosophical Cuddie Headrigg, always appreciative of the good things of life, salved his spiritual wounds with a dram of good Highland usquebaugh. That spirit, just like its lineal descendant, comforting Black & White, was a good thing to meet in adversity. Cuddie Headrigg was pure Scotch. So is Black & White.

# BLACK & WHITE

## SCOTCH WHISKY

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*(Continued.)*

organised with the help of so many women's societies this year, and spoke at a great many of the meetings held along the lines of route. Afterwards she led the deputation that waited on Mr. Austen Chamberlain to urge the need for an agreement on arbitration.

Mrs. Wilfrid Ashley has reason to be gratified by the tributes she has received for the part she played



HOSTESS FOR THE GATHERING OF BRITISH AND GERMAN MAGNATES AT BROADLANDS: MRS. WILFRID ASHLEY.

*Photograph by Lafayette.*

as hostess to the gathering of British and German magnates at Broadlands, Colonel Ashley's beautiful Hampshire home, where such weighty matters were discussed. She is an attractive woman with a vivacious manner, and those who know her qualities as a hostess will understand her success at Broadlands. It was she who a few months ago had the brilliant idea of giving husbands' parties at her home in Westminster. The idea was that busy men would enjoy an informal party in the little hour between leaving their offices and going home to dress for dinner. They did. Colonel Ashley's first wife, who died some years before the war, was the only child of the late Sir Ernest Cassel. Their two daughters, one of whom is Lady Louis Mountbatten, were his joint heiresses.

Mrs. Baldwin gave a dinner party at No. 10, Downing Street, on Monday for the wives of the Premiers and other Ministers who are attending the Imperial Conference. This was the first of a long series of

gatherings at which they will be entertained, including the big official receptions to the Prime Ministers, such as the one which the Speaker and Miss Virginia Whitley are holding at the Speaker's House on behalf of the Empire Parliamentary Association on Oct. 27.

Mrs. Amery, wife of the Minister for the Dominions, and Mrs. Austen Chamberlain are among the hostesses who will entertain them. The New Zealand High Commissioner and Lady Parr had invited a large number of the New Zealanders in London to their reception on Monday for Mr. and Mrs. Coates. The New Zealand Premier got a great reception from his fellow-countrymen. Mr. and Mrs. Bruce will meet a great many of their countrymen at the ball at Australia House which Dame Mary Cook is organising for the 28th, when the Duke and Duchess of York are to be present.

Mrs. Bruce, who arrived in London last week, looking delighted to be here once more, made many friends in England when she came over for the last Imperial Conference. She is a charming woman, and one of a



A NEWLY ENGAGED PAIR: LORD INVERCLYDE AND MISS OLIVE SAINSBURY.

Lord Inverclyde, who is twenty-eight, is the fourth Baron, and succeeded to the title in 1919. Miss Olive Sainsbury is the daughter of Mr. and Mrs. Arthur Sainsbury, of Gloucester House, Park Lane. Though the date of the wedding has not actually been fixed, it is probable that the engagement will be a short one.—*[Photograph by Central News.]*

family of seven sisters who are famed in Australia for their good looks. The Premier likes his wife to be with him wherever he goes, and by this time Mrs. Bruce knows a great deal more than most people about the towns and districts of the Commonwealth.



THE WIFE OF THE PRIME MINISTER OF AUSTRALIA: MRS. STANLEY BRUCE.

*Photograph by Bassano.*

Miss Freda Bage, the Australian woman who attended the Assembly of the League of Nations at Geneva as substitute delegate with the Australian delegation, was entertained at a dinner at the Lyceum Club last Monday. So far, five women have been sent to Geneva from Australia, and three of them, including Miss Bage, have been members of Lyceum Clubs in Australia, which are, of course, affiliated to the one here. Miss Bage belongs to a well-known Australian family. Her mother was one of the first women to graduate at the University in Melbourne, where Miss Freda Bage herself had a distinguished career as student and as demonstrator in biology. Miss Bage has been Principal of the Women's College at the Queensland University in Brisbane ever since it was founded twelve years ago, and has managed at the same time to retain her connection with public affairs and to see that the students, the citizens of the future, are interested in them also.

She was keenly interested in all she saw at Geneva, where she served with another Australian delegate on the Fifth Committee—as all the women delegates do—and also on the Second, which deals, among other things, with the work of financial reconstruction; and she will go back to Australia to tell her State that the League has already done much more than was expected of it in so short a time, and that it has a great future.

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# Zam-Buk

QUICKLY soothing and splendidly healing, Zam-Buk is absolutely indispensable to-day. This pure herbal balm stops pain, prevents a wound going the wrong way, allays inflammation, and grows new healthy skin.

As a first-aid, a skin remedy and an embrocation for sprains, etc., Zam-Buk stands alone. Keep a box always handy!

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IT IS NOT A GENUINE

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(Photo by Groupham)

## THE OFFICERS OF THE MUSTARD CLUB:

### LORD BACON

#### OF COOKHAM

The Rashers, Cookham.

Clubs : Grid, Mustard Bath Club.

Prose works : "Principal references to Mustard in Shakespeare and Bernard Shaw."

Sports : Pig Sticking, Haggis Netting.

### MISS DI GESTER

#### (Secretary)

108, Cannon Street, E.C.4.

Cordon Jaune and decorated with the Order of the Cruet, 1st Class (1925).

Author of "A Good Mixer," "Pots of Gold," "Cupid and Condiment," and other stirring tales.

Corresponding Member of the Cercle Moutarde de Paris.

### MASTER MUSTARD

Eaton, Bucks.

Winner of the schoolboys' (under 16) annual "Putting the Pot" challenge cup, 1926.

Patrol leader of the famous "Mustard Patrol"; known to his intimates (deservedly) as the Mustard Pickle.

### THE BARON DE BEEF

#### (President)

Porterhouse College, Cambridge.

Painter of well-known sporting pictures, the best known being "The Meat," "The Derby Round," "Bombay Duck in Flight."

Favourite hobby: Breeding Welsh Rabbits.

### SIGNOR SPAGHETTI

Parmesan Place, Stoke Doges, and Casa Macaroni di Napoli.

Author of the famous song, "O Mostardo Mio."

Prose Works : "Mussolini and Mustard," "A Polite Way of Eating Spaghetti."

### LADY HEARTY

Tournedos Street, Mayfair, and Gammon Hall, Silverside, Lambshire.

M. 1910, Sir John Hearty, Bart., M.F.H., D.S.F., four s., two d.

Joint author (with her husband) of "Mustangs, Mustard and Me."

Well known as a regular follower of the Beaver Hounds and March Harriers.

JOIN THE MUSTARD CLUB!





UNDER the auspices of the Society of Motor Manufacturers and Traders, with the patronage of H.M. the King, the twentieth annual Motor Exhibition opened to the public on Friday, Oct. 22, with every sign of success before it. Prices are down, not only on cars, but in cost of tyres; and, though that may not affect purchasers of the high-priced luxury carriages, it is a matter of great interest to the majority of motorists, who have but moderate incomes. This exhibition displays a large number of new models, which, while their mechanical features vary but slightly from the cars that preceded them at former exhibitions, yet show an advance in refinement and attention to the small matters that makes all the difference between the production of a refined or a coarse engine. Prices, of course, are the chief feature that determine the individual to make his choice; but it must be borne in mind that first cost is not always the last cost; so that it is not well to sacrifice quality in order to save a few pounds to start with. It is to the credit of the motor manufacturers that, though they have reduced their prices, they have not sacrificed the quality of the material or workmanship used in their goods. On the other hand, they are giving more for the money than they did last year. This is especially the case in regard to the large number of low-priced medium-powered six-cylinder cars available to the public at from about £450 to £550. These are all rated at about 16-h.p., some a little more and some a little less, and it will be noticed that the price demanded for either touring cars with open bodies, or else enclosed saloon carriages, is little increased for the six-cylinder models, and sometimes even lower than the 16-h.p. four-cylinder cars of last year.

The reason for this is that the British public are every day getting more educated in motor matters. They ask for greater silence and smoother running in their motors, even if they can only afford to pay comparatively small sums for their cars. In order to meet this demand, the makers have subdivided their power units on the principle that six little explosions do not set up such violent vibrations as four bigger ones. One finds this principle even carried out in the luxury cars; as here, besides the six-cylinder engines, there are chassis fitted with eight and twelve-cylinder motors that are guaranteed to give smooth running and such remarkable top-gear performance that the use of the gear box is confined practically to starting the car from rest when cold, or on meeting freak hills in a mountainous country. Owing to the increased speed of the modern engine, the ratio differences between the various gears in the gear-box are wider apart than they were when the top speed of the motors was 1700 revolutions per minute. To-day, it is double that amount, and the racing car runs up to six thousand revs. per minute. The consequence is that the ordinary, everyday driver does not find it quite so easy to change gears, either up or down, as he did on some of the older models of pre-war—and almost prehistoric—days. Pauses have to be longer for changing up and double de-clutching is almost a necessity for changing down. Consequently,

#### A SURVEY OF ITS GENERAL FEATURES.

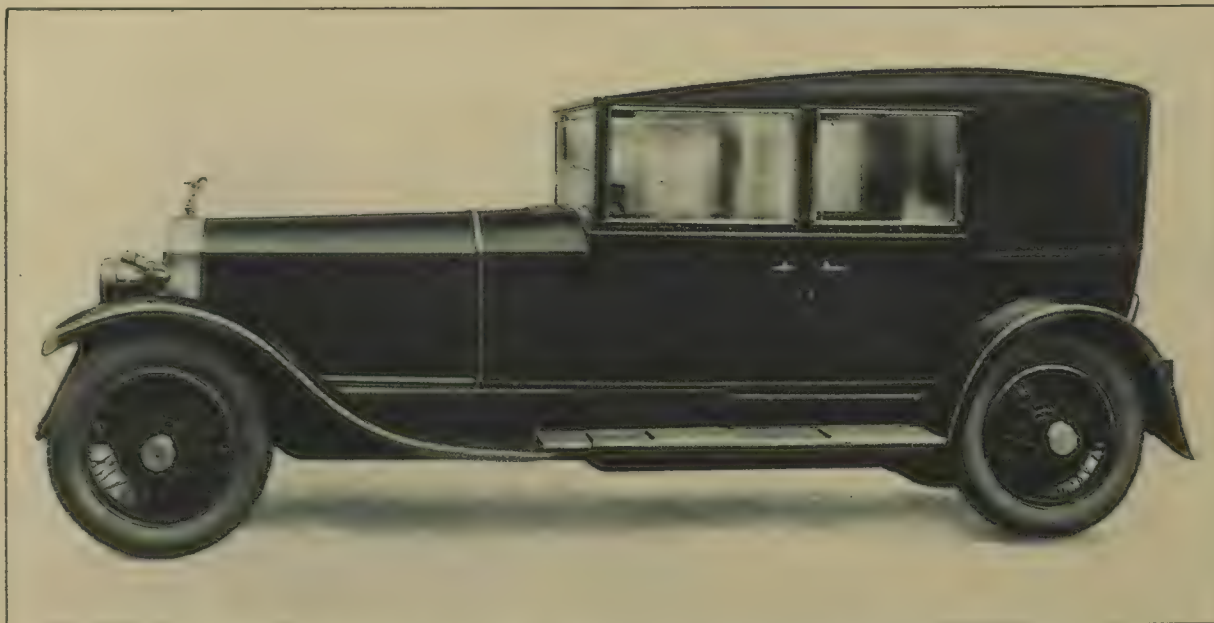
in order to meet the situation, and stop any grumbling from his customer, the manufacturer is doing his best to produce the all-top-gear car as the ideal for the general public. There are quite a number in the present motor exhibition which realise this ideal, and



ROOMY AND COMFORTABLE: THE NEW 9-15-H.P. RENAULT TORPEDO, PRICED AT £198.

This car seats five passengers, and has increased leg-room. It is fitted with four-wheel brakes and full equipment.

can be started practically on top gear, and kept in it all day long without injuring the engine or causing the driver any unpleasantness.



AN ARISTOCRAT OF THE ROAD: THE 40-50-H.P. ROLLS-ROYCE "NEW PHANTOM" CHASSIS WITH ENCLOSED CABRIOLET BODY.

The chassis has a long wheel-base and Rolls-Royce six-brakes system. It is fitted with a six-seater enclosed cabriolet-de-ville body by Barker and Co., Ltd.

Old drivers naturally do not encourage this style of top-gear performance, as they regard the motor as they would a good horse and ease it down when opportunity is afforded. Consequently, though their Rolls-Royces, Daimlers, Sunbeams, and the like can carry on on top gear at a mile an hour when skilfully driven, they prefer to change down to the next lower ratio, and so ease their engine, even if the gear-box is not as silent as the idealist would wish.

Next year we shall, undoubtedly, see some novelties in gear-boxes. A stroll around the gallery will reveal

a few suggestions in new gear-box design among those who supply component parts to the small car manufacturer, even if they have not yet been adopted or finally tested to the point at which manufacturers adopt them. New epicyclic gear-boxes and automatic change-gears, either hydraulically or electrically controlled, are the tendency of some designers. As so many cars are fitted with hydraulic acting brakes, one can quite understand that those who wish ever to progress forward can see the idea of touching a button to let the gear-box change on its own initiative, without any help from the driver beyond the initial push of starting the mechanism into working order. However, these are things for the future, and can be put from one's mind at the moment to get down to present-day facts.

The coachbuilder's art has for many years followed rather stereotyped patterns, but at the present Olympia Show one finds that the cabriolet—which appears to be the new fashionable term for an improved all-weather body with glass windows, and sometimes a completely removable head—is in great evidence, both as a highly luxurious carriage on an expensive chassis, and also on moderate-priced vehicles. A little more head-room has also been given; possibly only an inch and a-half, but that inch and a-half may save you from crushing-in your hat or damaging your head when entering some of the vehicles in a hurry. Yet, at the same time the cars themselves do not appear to stand higher up from the road. This is due to several makers having so arranged the chassis frame, and using underslung springs on the back axles, that they have managed to lower the whole vehicle so that it is only about twenty inches off the ground. This lowering also improves its steadiness on the road, as the lower the centre of gravity, the less the chance there is for the carriage to roll, overturn, or swing when turning sharp corners. Consequently, the latest

type of motor-carriage is not only as well upholstered and equipped as of yore, but is steadier and therefore more comfortable on the road on that account.

While the old and long-established coach-builder is only coquetting with unscratchable paint-enamels instead of the old type of oil paint and many coats of varnish, yet quite a number of the leading coachbuilders in the Coachbuilders' Section show carriages in which the paintwork is one of the cellulose processes, unscratchable and unaffected by tar, petrol, grease, or rain. Most of the production models are painted with cellulose finish, such as the Austin, Armstrong-Siddeley, Rover, Hum-

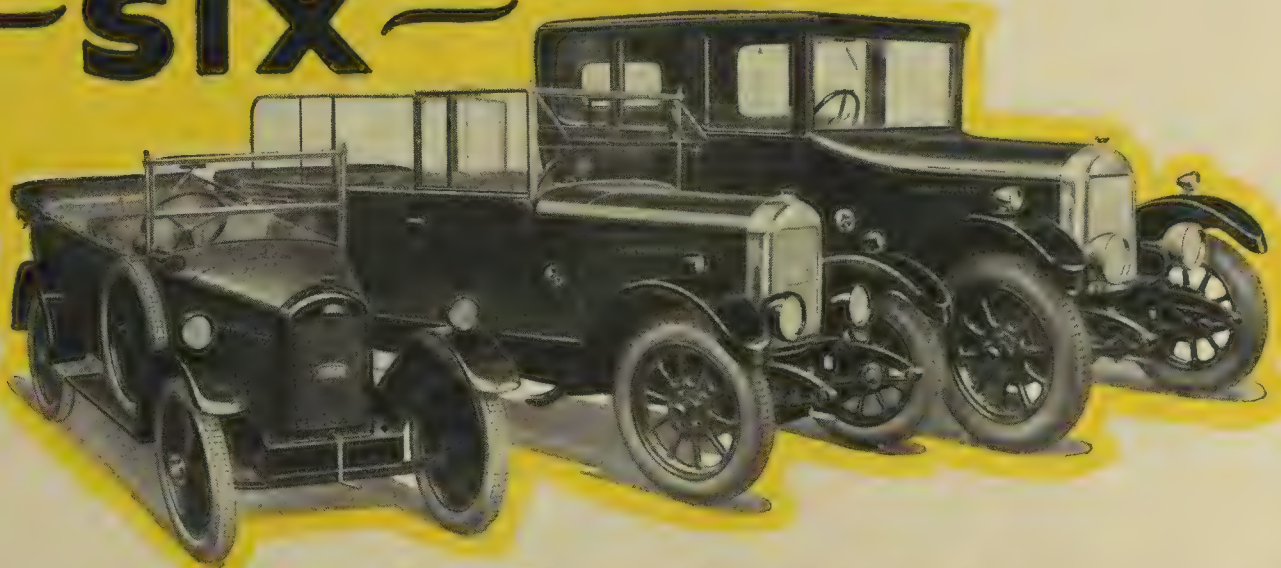
ber, and the like. But a large number of these cellulose-painted cars have metal-panelled bodies, as the pressed-steel metal coachwork takes this cellulose paint better; or perhaps it would be more correct to say that less trouble is required for these metal panels than for the ordinary coachwork panels of the past. Consequently, firms who use cellulose paint usually have pressed-steel coachwork as well. There is no doubt this type, borrowed from the Americans, has cheapened bodywork very considerably, and large sums have been expended in putting down huge presses and plant in order that the great



# The 20th International Motor Exhibition

**SINGER**  
**JUNIOR**  
**SENIOR**  
**—SIX—**

*A Car for  
every  
purse &  
purpose*



**STAND 130  
OLYMPIA**

**Full  
Four-Seater  
from  
£148'10**

*Oh! Everybody's got a \* \* \* \* \**  
**Have a car with character!**

The new Singer Programme of Cars for 1927 provides an opportunity for every motorist to get out of the rut—away from the commonplace of the "mass produced" car. There are three distinct Singer Models. JUNIOR—SENIOR—SIX, by these names you will know them. Each one represents the highest possible value in its class, and bears the stamp of the thoroughbred in every line. The Singer JUNIOR is an entirely new Model, with full Four-Seater Touring body and complete

equipment, priced at the low figure of £148. 10. 0. The Singer SENIOR is the famous Model that enjoys a world-wide reputation for reliability and economy, made with Two-Seater, Four-Seater and Saloon bodies from £220. The Singer SIX is a wonderful car with a six-cylinder engine developing great power, remarkable for its smooth silent running and lavish equipment. At £350 the best value in "sixes" obtainable. May we send you full particulars? Singer & Company, Ltd., Coventry.

**CHOOSE A  
SINGER**

H.P.

OLYMPIA, OCTOBER 22-30, 1926.



# BUY BRITISH AT OLYMPIA

THE SERRIED ranks of British Cars at Olympia are a brilliant tribute to the superiority of British motor design, British coach-building, British materials, British workmanship and British accessories. No other country has ever produced a car so perfectly suited to British motoring conditions, so economical to run, with so admirable a combination of endurance and flexibility, and so slow to depreciate in value. For the sake of your pride and your pocket buy British at Olympia.

*A British Car is a car made entirely in the  
British Isles of British materials and  
fitted with British-made tyres  
and accessories.*

## OWN A BRITISH CAR

BRITISH CARS FOR BRITISH FOLK



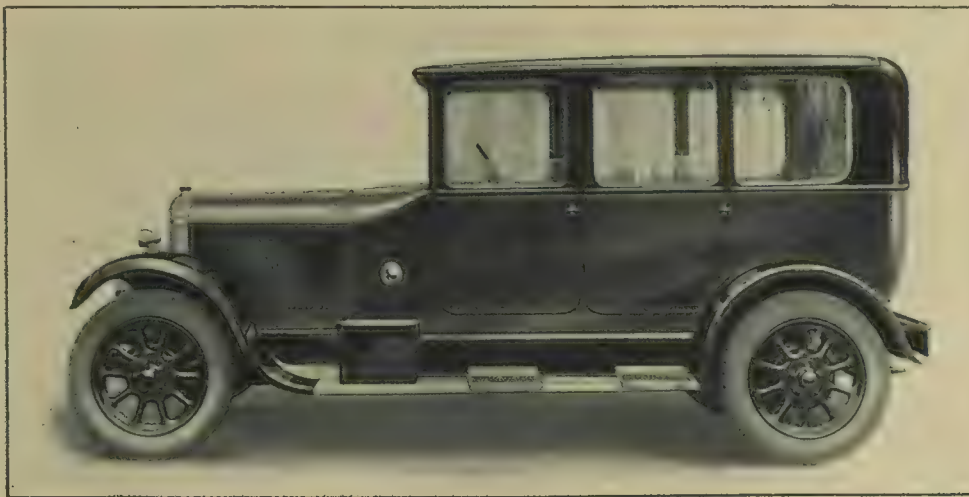
Continued from Page 790.]

number of superstructures for touring or closed cars can be manufactured at the least possible cost. Also this process saves such a lot of time that the steel press body-maker can construct four times, if not more, bodies that any ordinary coachbuilding factory on the same floor area.

Fabric saloons are still holding their own, but in many cases the fabric has been reinforced with wire to stiffen it somewhat, which may increase the weight slightly, but has proved by experience better to withstand hard wear. There is no doubt this Weymann type of saloon caters well for those who buy small yet very fast chassis, that would not be so speedy or give their drivers such satisfaction if they had to carry the ordinary heavy enclosed body. The weight saved by the Weymann saloon permits them to travel as fast as if with an ordinary touring body, and so we find Alvis cars, Singers, Small Austins, and the like all carrying this Weymann type of body, without lowering their speed, although the wind resistance has been considerably increased.

Individual exhibits, it will be noticed, have some special gadgets of their own, but, as these will be touched upon in the descriptions of the stands, they may be disregarded here, except to mention that wind-screen wipers actuated by electricity seem the most popular types, such as the Berkshire. Driving mirrors are becoming part of

carriage into almost a fully opened car. Actually, nobody would imagine this to be possible from the ordinary cursory glance one gives at a closed carriage, but on closer inspection a handle provided at the centre beyond the wind-screen frame is seen, and the driver or front-seat passenger can open and close the top with ease by this means, by simply sliding back the roof, the self-locking device letting it remain set



A CAR OF DISTINCTION WITHIN THE COMPASS OF MODERATE MEANS:  
THE SINGER "SIX" SALOON, PRICED AT £350.

when sufficiently open head-room has been given. Its makers state that there is no possibility of water leaking into the interior of this touring saloon at any point, as both watertightness and the elimination of

#### Wolseley Motors (Stand No. 94).

A polished chassis of the new 16-45-h.p. six-cylinder Wolseley should prove an attraction on this stand, as the design is clean and the road performance of the complete car is excellent. This new "two-litre" model has been evolved to meet the present demand for a light six-cylinder car which will give fairly high road speeds but only have to pay a low tax, be economical in fuel consumption, and of moderate first cost and maintenance. Officially rated at 15.7-h.p. only, this new six-cylinder Wolseley engine develops well over 45 b.h.p., and transmits this power quite smoothly and easily throughout its entire range of speed. The result is that the saloon car, tested on the road, ran from five to sixty miles an hour on top gear, quite vibrationless, and accelerated to its top speed in under a minute. Therefore, this new Wolseley light "Six" will greatly please the owner-driver, especially as during the past twelve months the car has been thoroughly tested out and run at high speeds for long distances over the straight roads in France, up the mountains into Spain, and over some of the passes of the Alps. Hence it can be relied upon to be run as a touring carriage without boiling, or causing the passengers any trouble beyond replenishing the fuel-tanks, on any journey its owner may please to travel. It is shown as an open car and with a light



STYLE AND POWER COMBINED: THE 25-70-H.P. VAUXHALL "ORMONDE"  
SPORTING SALOON.



A HIGH-CLASS FAMILY CAR: THE WOLSELEY 16-45-H.P. SIX-CYLINDER  
MODEL SALOON.

the standard equipment of closed carriages, as well as curtains for the back windows on the cheaper forms of saloons. These last year usually had to be bought as extras. This year, beyond a spot light, it is difficult for any would-be purchaser to add very much to the standard equipment provided by the maker.

rattle have been secured by the use of rubber for the sliding member. Ventilation also is provided when the roof is closed by two sliding ventilators over the front window screen. As this six-cylinder touring saloon only

saloon, both useful carriages. Two other Wolseley models are also displayed. One is the little 11-22-h.p. four-cylinder four-seater *de luxe*, fitted with the new "all gear" engine, and a body that now has four extra wide doors. This makes quite a useful little four-seated carriage, as it is well equipped, even to a smoker's ash-tray; and the all-weather side windows are planned to give the maximum visibility from the interior. The other model is the 24-55-h.p. six-cylinder Wolseley saloon limousine, which has a sloping screen and can be used either as an enclosed-drive, owner-driven car, or with a partition raised as a chauffeur-driven carriage. All the windows are fitted with frameless lights, and the detailed finish and equipment are of the best class, including the four-wheel brakes.

If any body inspects

the present small modern house built in the neighbourhood of our cities,

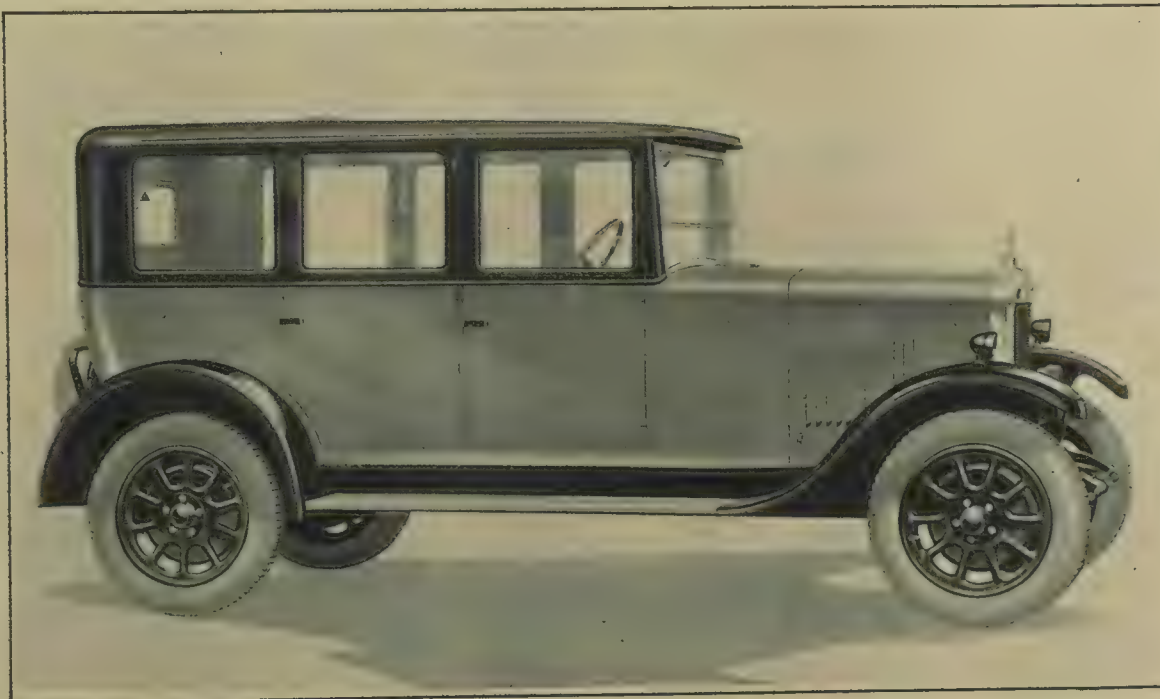
they will surely find a small garage incorporated as part of it. As a rule, these garages are only capable of taking small cars, as the builder evidently imagines that his tenants will not require a big car and so does not provide accommodation for it. Many

#### AROUND THE STANDS

Standard Cars  
(Stand  
No. 127).

Standard cars this year have grown

somewhat larger, as the two models offered to the public from this factory are a four-cylinder 14-28-h.p. chassis and a six-cylinder 18-36-h.p. chassis, fitted with various types of open and closed coachwork, to suit the demands of different customers. Prices are very low as compared with the value given; as it includes improved bodywork, which has always been a prominent feature of Standard cars, their popularity should further increase. An entirely new type of closed body is perhaps the greatest novelty on the stand. It is styled the "Touring Saloon," fitted on the six-cylinder 18-36-h.p. standard chassis, and supplied either with or without a sliding roof. When "with" it very successfully transforms this apparently closed



NOT BEYOND THE RANGE OF MODERATE AMBITION: THE "STANDARD" 14-28-H.P. FOUR-CYLINDER  
"PARK LANE" SALOON, PRICED AT £335.

costs £395 with the usual fixed roof, or £25 extra with a sliding roof, this double-purpose carriage should acquire popularity in the coming season. The four-cylinder 14-28-h.p. Standard is of unusual width in the rear seat, so really affords room for three people at the back.



# The TICKFORD Patent All Weather Saloon by Salmons

## The Coachwork of the Future

is an apt term for this new type of Coachwork evolved by "Salmons."

For the first time in the history of motoring it is possible to offer all the luxurious comfort and handsome appearance of Saloon Coachwork, together with the advantages of an open Touring Car or Landaulette, and this without sacrificing the good qualities of either.

The conversion is effected in 15 seconds by the mere turning of a small, detachable handle.

The TICKFORD affords the motorist all the benefits of a fleet of cars at the expense of one, and can be fitted to any chassis.

Details and trial runs with pleasure.

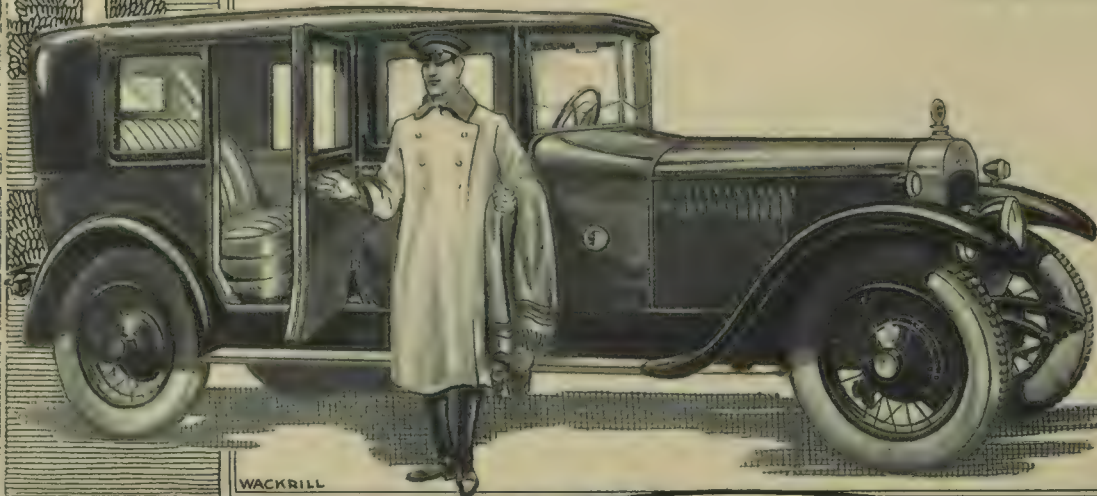
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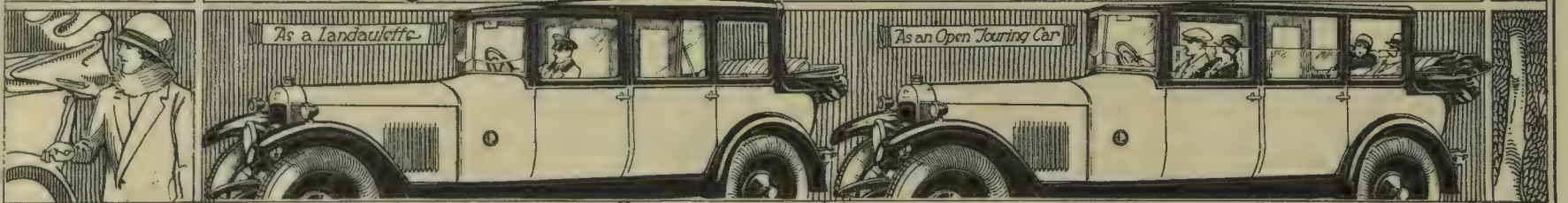
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Works: Newport Pagnall.

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WACKRILL



*"Why, I can get 65 out of my car!"  
"And I'll be doing 50 when yours is on the scrap-heap."*

Ask questions about the car you are buying. Find out much more than how fast it will go and what it will do "on top." See the chassis, stripped of coachwork. See the finished article. Enquire what the list price includes—or omits.

And never, *never* forget this: that there's no such thing as a miracle in car manufacture. The money spent on making a car can be proportioned in various ways; if an undue proportion is allotted to "miracle making," it is not a good car.

The first thing that




**OLYMPIA  
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141**

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# BEAN

counts in a car is *what it's made of*; the second, *how it's made*.

Materials, design and workmanship make the Bean the best car in the world at its price. In the making of a Bean quality is sacrificed for *nothing*. The man who buys a Bean spends his money on a first-rate, solid British engineering job, and owns a car that will carry him swiftly and comfortably, without let or hindrance, through years and years of constant, care-free travel.

 All essential components of Bean Cars and Commercial Vehicles are manufactured from Hadfields' Steel.

There's a Bean "Twelve," a Bean "Long Fourteen," a new Bean "Short Fourteen," a Bean 18/50 h.p. 6-Cylinder. Prices have been reduced to the minimum. They range from £275 to £650 complete. Full details in the Bean catalogue, which will be sent on application. Trial runs any time, anywhere.

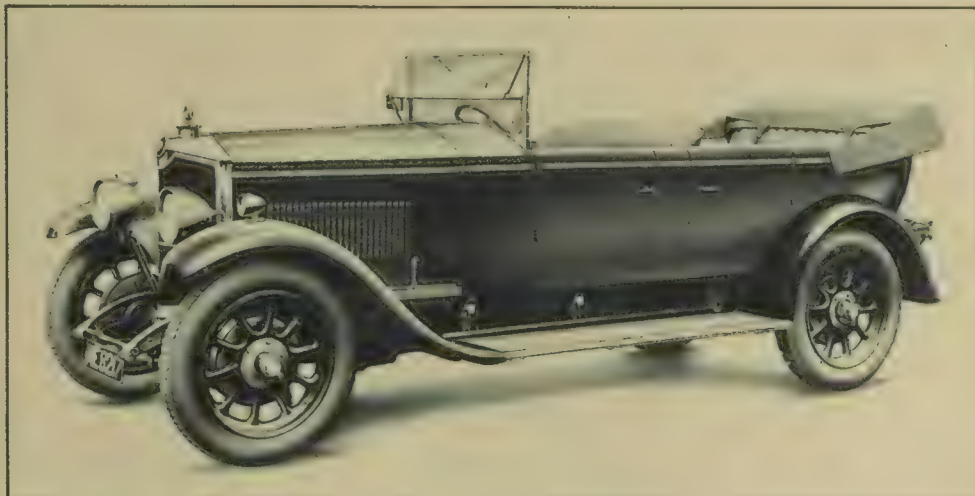
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AUSTRALIA - - - - - Little Collins St., Melbourne



of these small garage owners will be pleased to examine the new Singer "Junior" four-seater, which, despite its small size, is capable of carrying four adults comfortably. With bucket front seats easily adjusted to the length of limb of the driver, three doors fitted on the body, and two panel windows, this car is as complete as many of its larger brothers. The rigid side screens, which are independent of the hood, can readily be dismantled and stowed away in their own compartment behind the rear squab. To ventilate and prevent overheated air rushing over the travellers, the bonnet is provided with louvres. This new Singer engine has a bore of 66 mm. and a stroke of 86 mm., giving a cubic capacity of 8.48 c.c., making the Treasury rating 7.7 and the annual tax £8, so that the novice can understand how the revolution of these tiny engines increases the power they can devote to propelling the road wheels. This Singer at 1000 revolutions per minute develops 6.2-h.p., and the power curve rises to 16-h.p. maximum at approximately 3250 revolutions per minute. Three forward speeds are given, and the final back-axle ratio of the top gear is 5.1 and the bottom gear 17.1. A central change-speed lever is provided, and a double gear-lock prevents any possibility of two gears being engaged at the same time. Both hand and foot brakes are internally expanded, and operate on large drums on the rear wheels, shields being provided to exclude dirt and water from the drums. The hand-brake lever is on the driver's right, and the brake adjustment is by four nuts accessibly placed on the extreme end of the chassis. The four-gallon petrol-tank housed between the scuttle supplies the carburetter by gravity, and an efficient filter is incorporated in the carburetter. The speedometer is driven from the gearbox, and all the working parts of the chassis are provided with specially shaped nipples to suit the Tecalmit high-pressure grease-gun. As this little Singer vehicle has a petrol consumption of forty-eight miles per gallon, and can give a maximum speed of forty-five miles per hour with its full load, it should prove a popular carriage at its price. The "Senior" Singer is rated at 9.8-h.p., and carries a tax of £10. This engine has a bore of 130 c.c., 19-stroke-h.p., at 2000 revolutions per minute. It has an entirely new improved-design two-seater body, so that this 10-h.p. Singer, with its deep sides and two wide doors, is very roomy and the pneumatic upholstery very comfortable. With a dickey built low in the boot, four adults can be carried, the rear passengers being well protected from the air or draught by those in front—that is to say, as much as any dickey passenger can be unless a rear-seat wind-screen be fitted. Four-wheel brakes are fitted as standard on this model.

**Crossley Motors**  
(Stand No. 107). A wide range of the 18-50-h.p. six-cylinder Crossley carriages is the feature of this stand at Olympia. The 18-50-h.p. Crossley six-cylinder car was introduced at the last Olympia Motor Show, and



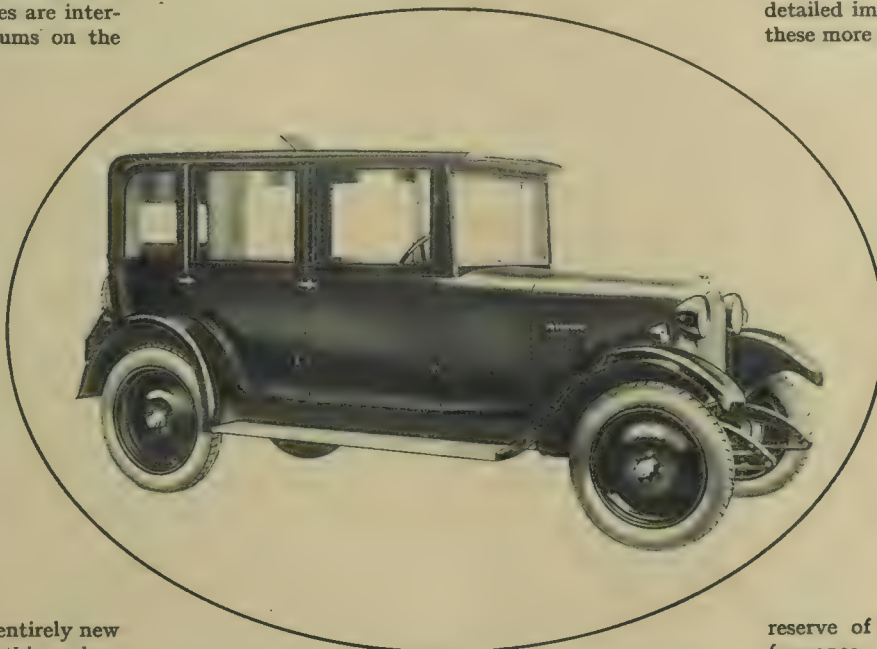
IDEAL FOR LONG-DISTANCE WORK: THE 18-50-H.P. CROSSLEY "SIX"—A FIVE-SEATER TOURING CAR.

since then a large number of this make have passed into the hands of the general motoring public, and they have testified that these are giving complete satisfaction. Therefore, it is to be seen here prac-

comforting to the novice, who is frightened of clashing his gears, to know that the Crossley is one of the few cars in which, the changing once mastered, a silent alteration of the gear ratio can always be made. Six-cylinder Crossley exhibits include a five-seater touring car, an enclosed limousine, and a saloon, besides a polished exhibition chassis and an engine in section, so that those mechanically inclined can see exactly how the wheels go round. The four-cylinder 14-h.p. Crossley is also staged with its five-seater touring body, rated with its annual £16 tax, so it is somewhat modest in its nominal horse-power. It has a reserve of power that has given owners freedom from that sense of restriction that accompanies the use of many lower-powered cars on this account, while its petrol consumption of about thirty miles to the gallon is truly economical for an engine that is rated at 15.6-h.p. At its price of £350, the 14-h.p. Crossley four-cylinder compares favourably with others of this touring class. The six-cylinder 18-50-h.p. Crossley fabric saloon costs £720.

**Rover Cars**  
(Stand No. 104).

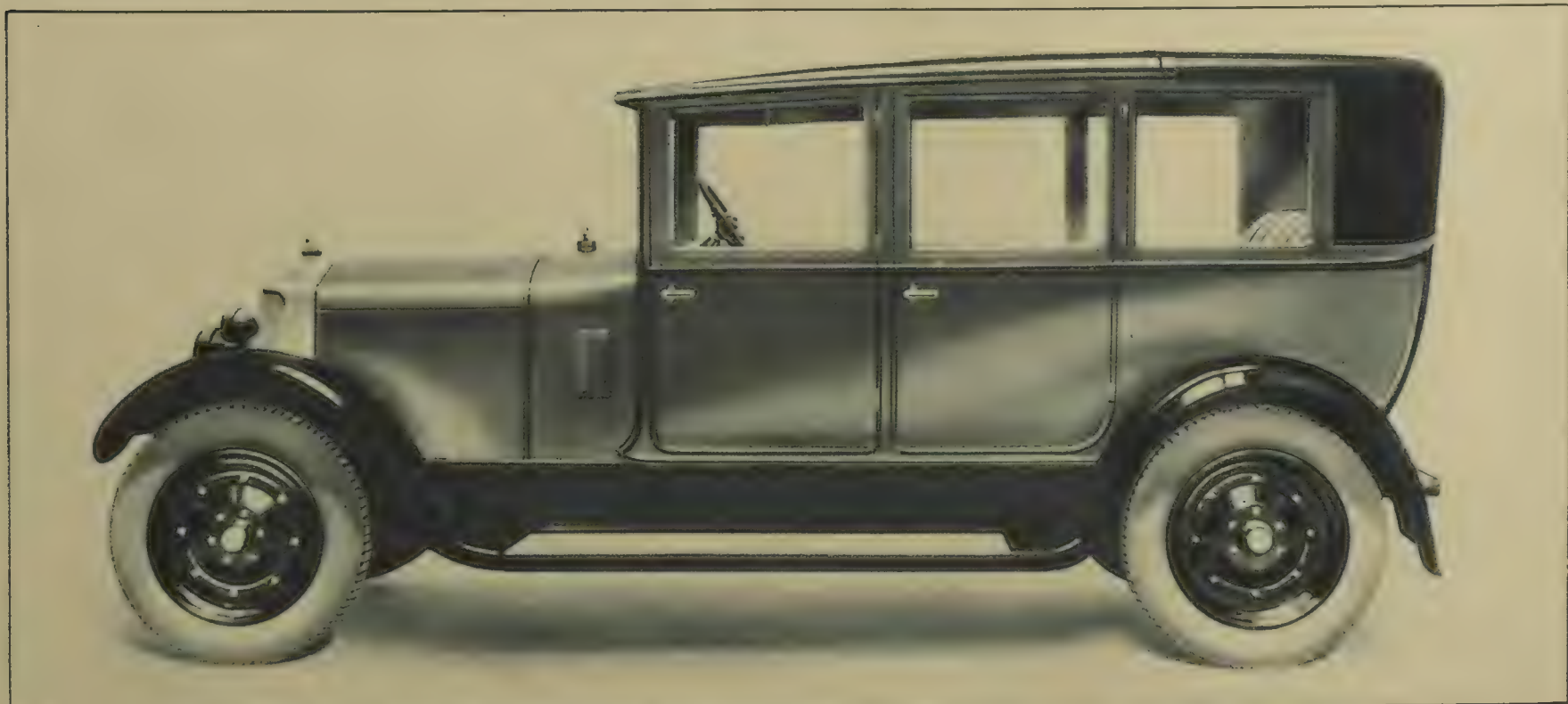
Three distinct types of cars are exhibited by the Rover Company this year at Olympia, and the detailed improvements on former models should make these more popular than ever. Last year the 9-30-h.p.



QUALITY WITHOUT EXTRAVAGANCE: THE 9-20-H.P. ROVER 1927 WEYMAN SALOON, PRICED AT £285.

tically unchanged in its mechanical details from when first exhibited. Gear-changing is particularly smooth and easy on the 18-50-h.p. Crossley, though, as it pulls very well on top gear, the driver has not often to take advantage of this particular merit. Yet it is

small two-seater and four-seater Rover car made quite a name for itself in trials under observation of the Royal Automobile Club, at which one covered no less than 2007 miles for an outlay of £5, and on another run proved its speed and reliability by taking four passengers and baggage from Calais to Monte Carlo at an average speed of twenty-nine miles an hour. These are, indeed, the days of small engines with big capabilities, and the Rover two-seater and four-seater carriages staged should find more friends, not only through their proved performances, but also from their attractive appearance. Besides the small model on the stand, there are two of larger powers, the 14-45-h.p. Rover and the new 16-50-h.p. Rover. The latter is a development of the 14-h.p. model, which it closely resembles in general design. It has, with its slightly larger engine, a greater reserve of power, which adds to its top-gear performance on hills and its speed on the flat. This engine also runs so smoothly that it has been mistaken by some motorists for a six-cylinder in the quietness of its running. Visitors to Brooklands may have seen its racing prototype, which has speeded on that track at about 103 miles per hour, and although, of course, this pace is not claimed for the ordinary touring model, yet it can put up quite a high-speed performance on the open road.



A CAR TO BE PROUD OF: THE ARMSTRONG-SIDDELEY LONG "EIGHTEEN" SIX-CYLINDER "CHESTER" ENCLOSED LANDAULETTE.



LAGONDA

# Announcing the LAGONDA 'SIX'

**A** VERY miracle of smooth, silent power; an engineering masterpiece that will be the outstanding car at Olympia 1926. See this super car—as clearly a leader in the world of "sixes" as the phenomenal 14/60 h.p. 2-Litre Lagonda in the sphere of "fours." Just as the 4-cylinder 14/60 Lagonda created a stir in motoring circles in 1925, so this new six-cylinder model will arouse a chorus of admiration amongst all motor-wise folk during the present Show.

## The New 16·65 h.p. 6-cyl. Model.

Six-cylinder engine. Bore 65m/m. Stroke 120m/m. Tax £16. Crankshaft carried in seven bearings. Overhead valves operated by rockers and push rods. Detachable head. Fully forced lubrication. Chassis lubrication controlled from two points. Four-speed gearbox. Separate unit. Right-hand control. Six brakes fully compensated and mounted on self-aligning ball bearings. Adjustable steering column. 12-volt electric lighting and starting set. Full equipment. Wheelbase 10ft. 9ins. Track 4ft. 8ins. Ground clearance 10ins. Extra heavy medium pressure Dunlop Tyres 5½ ins. for 21 in. Wheels.

16/65 h.p. 6-cylinder Chassis .. ..	£570
16/65 h.p. 6-cylinder Saloon .. ..	£795
16/65 h.p. 6-cylinder Saloon-de-Luxe ..	£870
16/65 h.p. 6-cylinder Saloon Landaulette	£890

## The 14·60 h.p. 2-Litre 4-Cyl. Model.

Four-cylinder engine. Bore 72m/m. Stroke 120m/m. Tax £13. Crankshaft carried in five bearings. Overhead valves operated direct by rockers from two overhead camshafts. Detachable head, which can be removed without disturbing the valve timing. Fully forced lubrication. Chassis lubrication controlled from two points. Four-speed gearbox. Separate unit. Right-hand control. Six brakes. Adjustable steering column. 12-volt electric lighting and starting set. Full equipment. Wheelbase 10ft. Track 4ft. 6ins. Ground clearance 10ins. Extra heavy medium pressure Dunlop Tyres 4½ ins. for 21 in. wheels.

14/60 h.p. 2-Litre Chassis .. ..	£450
14/60 h.p. 2-Litre Semi-Sports or Five-Seater Tourer .. ..	£590
14/60 h.p. 2-Litre Saloon .. ..	£675
14/60 h.p. 2-Litre Saloon-de-Luxe ..	£750
14/60 h.p. 2-Litre Saloon Landaulette ..	£770

Be sure to visit

# STAND-134

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AVENUES P.Q.-OLYMPIA—OCTOBER 22-30.  
\*\*\*\*\*

14/60 h.p. 2-Litre Lagonda Models with special coachwork can also be seen on Stands 52, 73, 76, 142, 146.

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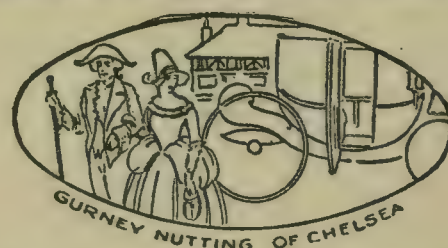
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## WEYMANN COACHWORK

Motor Show, Olympia  
October 22nd to 30th

Following their well-known policy of specialisation and improvement in Weymann Motor Bodies, Messrs. J. GURNEY NUTTING & CO., Ltd., beg to announce that they will be exhibiting the very latest developments in WEYMANN design and finish, INCLUDING NEW EXTERIOR COLOUR SCHEMES, on their Stand No. 86.

The Cars to be exhibited will be two of the most famous makes of Cars manufactured, namely, 6 CYL. 6½ LITRE BENTLEY & 37.2 HISPANO-SUIZA, and will be notable examples of luxuriousness and refinement.



## J. GURNEY NUTTING & CO., LTD.

The Premier Weymann Specialists & High-class Coachbuilders

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**F**ROM end to end of Olympia you will find no finer examples of Modern Automobile Practice than Lanchester Cars. They represent the best that thirty years of experience can offer, and in their characteristic high standard of quality lies the reason for the great confidence with which they are regarded by the motoring world.

Dunlop Tyres Standard.

# Lanchester Cars

THE LANCHESTER MOTOR COMPANY, LTD.

Armourer Mills,  
Birmingham.

95, New Bond Street,  
London, W.

88, Deansgate,  
Manchester.

The Lanchester is built in two sizes—21 h.p. and 40 h.p. The car illustrated here is a 21 h.p. 6-cylinder Enclosed Drive Limousine, an example of which is exhibited, together with a 21 h.p. Chassis and a 40 h.p. 6-cylinder Car. Catalogues on demand.

**OLYMPIA  
STAND  
108  
AVENUE N**

Let a British Car reflect your Pride of Ownership



**Armstrong-Siddeley**  
(Stand No. 129).

A full range of the six-cylinder and four-cylinder Armstrong-Siddeley cars is to be found on this firm's stand at Olympia. Armstrong-Siddeley is particularly popular at the present moment, as these works produced the 350-h.p. "Jaguar" engine with which Sir Alan Cobham made his epoch-creating tour to Australia and back. That engine has fourteen cylinders. The Armstrong-Siddeley cars are content with only six cylinders, but, as the system of sub-dividing the power unit seems to be the fashion, one never knows whether they will not increase their number in the future. In the meantime, the visitor who beholds the 30-h.p. six-cylinder Armstrong-Siddeley Pullman enclosed limousine, seating seven people, including the driver, in its purple lake and gold line mouldings, red antique leather in the front seats and brown cloth in the rear, price complete as shown at £1400, will admit that here is a fine-looking carriage marked down at a fairly low price. If, however, this is more than they wish to spend, there is the "long eighteen" six-cylinder, 20-h.p. Armstrong-Siddeley, styled the 18-h.p. nominally, although it has to pay a £20 annual tax. This has an enclosed limousine body painted dark-blue with grey line round the mouldings, dark-blue antique leather for the front seats, and brown cloth for the interior, which costs the purchaser, as shown, £825. This has plenty of room for seating three persons on the main seat at the back, two on folding seats, and one opposite the driver, or seven in all. Besides these two models, the "short" 18-h.p. six-cylinder Armstrong-Siddeley, fitted with a saloon body, is staged, and two examples of the 14-h.p. four-cylinder Armstrong-Siddeley car. The 14-h.p. Armstrong-Siddeley has a Broadway saloon seating five persons, is finished with cellulose maroon paint, upholstered in brown cloth, and, as it only costs £375, it shows a considerable reduction from the saloon cars staged last year. An open touring body is also exhibited on the "Fourteen" Armstrong-Siddeley, with cellulose paintwork and brown antique leather upholstery, which should keep this car looking smart for a long number of years, owing to their untarnishable qualities. A full equipment is provided on all these Armstrong-Siddeley models, including a clock, Klaxon horn, interior lights for the saloon, door locks on the closed cars, automatic wind-screen wipers, rugs, mats, and the usual impedimenta on the dash-board.

**Fiat Motors**  
(Stand No. 68).

An example of the small four-seater saloon is to be found on the Fiat stand on their 9-h.p. four-cylinder chassis, rated at 8-h.p. It has overhead valves operated by an overhead cam-shaft, thermo-syphon water-circulation, and the usual Fiat lay-out. The saloon is shown with grey cloth upholstery and grey panels, and is priced at £275. Another of these small chassis is fitted with a four-seated touring body with rigid all-weather equipment, adjustable front seats, upholstery and panels all of a mulberry colour to match each other. This car costs £215. The new 12-h.p. four-cylinder Fiat saloon shown is the descendant of the old 10-15-h.p. Fiat with side-by-side valves, but fitted with a special "accelerated" combustion-head, so that it is a faster car than the model it has superseded. Except that the engine looks slightly higher, owners of the former 10-15-h.p. Fiat would

12-h.p. four-cylinder is also staged, together with a 40-h.p. six-cylinder Fiat enclosed landaulette, on a long chassis. Prices have been reduced on all these Fiat cars, including this big six-cylinder saloon, rated at 26.8-h.p. This is another of the overhead-valved Fiats, and, fitted with standard English coachwork, makes a very handsome carriage. The enclosed



IN BEAUTIFUL SURREY: A 15.9-H.P. HOTCHKISS WEYMAN SALOON.

landaulette staged costs £1225. It will be noticed that the flat radiator is now used on all the Fiat models.

**Hotchkiss Cars**  
(Stand No. 56).

The London Parisian Motor Co., Ltd., as concessionaires for the famous French Hotchkiss firm of automobile constructors, guns, and other arma-

powers of this engine, both in crowded cities and on the open road. Complete vehicles staged include four different types of saloon, two of the light Weymann type, one finished blue upholstered in fawn cloth, and the other finished dark red with similar internal decorations, to seat seven people, two on the front seat, three on the rear, and two on occasional seats, which shows what a roomy carriage is provided. The other two saloons are coach-built, and cost rather more than the Weymann saloons, which are listed at £550 apiece, whereas the coach-built saloons will cost their purchasers £595 and £695 respectively. All are very full-sized carriages for the price, so they should appeal to those who admire the lasting qualities of Hotchkiss cars. The fuel consumption of the Hotchkiss is reckoned at about twenty-five miles to the gallon, and, as the rear tank holds fourteen gallons, travellers in Hotchkiss cars never need worry about having to fill up until they have finished their day's journey. The maximum speed is reckoned at between 65-70 miles per hour, but, as the third speed can give forty-five miles an hour, even the most mountainous country can be covered at a fast average rate. Hartford shock-absorbers are fitted as a standard equipment on the semi-elliptic springs, both back and front. Specially-ground gears are fitted to this 15.9-h.p. Hotchkiss, so that the intermediate speeds are very silent, though in England these are seldom required to be used, as most of our roads are only top-gear runs to these carriages.

**Salmons' Cabriolet**  
(Stand No. 116).

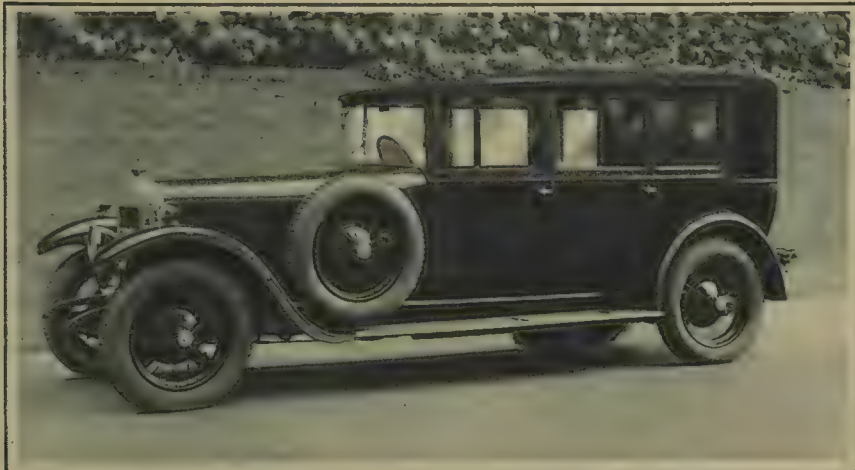
For many years the English coachbuilders have been endeavouring to evolve a body which will meet all the variations of the British climate. Many attempts have been put before the public in the past, but nearly all, after a few months' running, develop noisiness in the form of rattling, or cease to function easily owing to distortion. In fact, a wit once described an all-weather body as that type of coachwork on a car which lets all weather in, instead of keeping it out. However, he was more or less a cynic. It has been left to Messrs. Salmons and Sons, of New Burlington Street, W., to produce what is undoubtedly the type of carriage body of the future, with regard to comfort, complete weather protection, and ease of manipulation. These old-established coachbuilders show at Olympia their Tickford cabriolet saloon, which in general appearance is that of a high-grade closed car, yet in a few seconds, by merely turning a small detachable handle, is converted into an open touring car with really rigid side windows, or, alternatively, into a landaulette, with a glass partition between the passengers and the chauffeur. The glass partition is also removable, as it winds down behind the front seat when not in use, so the car becomes an enclosed type of saloon. The mechanism used is an excellent example of engineering work, being constructed of steel; and, although not visible, its construction renders the body absolutely rattle-proof, and enables the lightest possible type of coachwork to be used.

Motorists in this country like to have the sky unobscured from their view when the weather is mild and the sun is shining, yet at the same time require a closed carriage at night-time free from draught and generally weatherproof. This Tickford cabriolet is the type of carriage that



PRICED AT £275 AND ATTRACTING MUCH ATTENTION: THE 9-H.P. FIAT SALOON.

ments, display five examples of the latest type of medium power 15.9-h.p. four-cylinder Hotchkiss cars, as well as a stripped chassis, showing its sturdy mechanical features. The latest types of these French motor-vehicles have always been popular in England, and especially this present model, as its overhead-



CONVERTED IN 15 SECONDS, BY TURNING A SMALL HANDLE: A 20-70-H.P. DAIMLER WITH THE SALMONS "TICKFORD" ALL-WEATHER SALOON BODY—AN INTERESTING EXHIBIT.

see little change in this model from their own. Internal expanding brakes on all four wheels, those on the front wheels being of the Servo type, and low-pressure Dunlop tyres are fitted on the standard saloon body, coloured blue, upholstered in grey cloth, staged on this stand. The open touring car on this

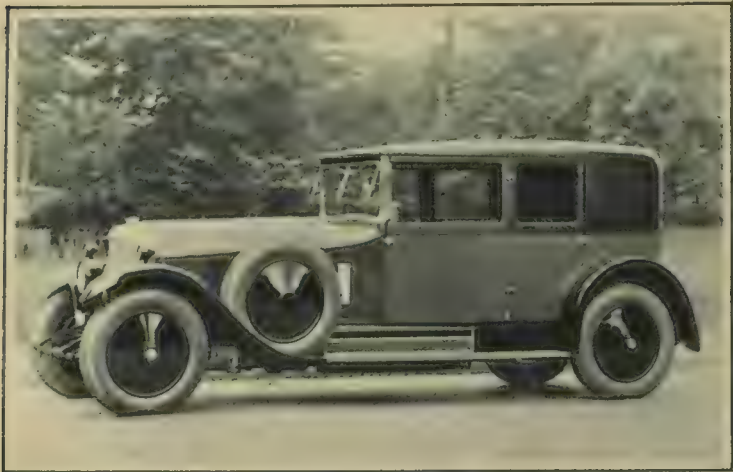
valved engine is particularly capable of giving a high average road speed, and of running with great smoothness (due to the excellent suspension) on indifferent road surfaces. The four forward speeds, the four-wheel brakes, and single plate disc-clutch permit the traveller to take full advantage of the accelerating

should please, for this reason, that it combines all the advantages of the open and the closed body without the disabilities usually associated with either. It is exhibited on several of the high-class chassis, but is equally applicable to any type of chassis of 16-h.p. and upwards.



**New Daimler**  
(Stand No. 96).

Two new Daimler models somewhat outshine the well-established types that have given such excellent service during the past season. Not that these older models have been discarded, as actually they have



BUILT BY MESSRS. J. GURNEY NUTTING AND CO. TO THE ORDER OF CAPTAIN SIDNEY HERBERT, M.P.: A FOUR-DOOR, FOUR-LIGHT WEYMANN SALOON ON A SIX-CYLINDER BENTLEY CHASSIS.

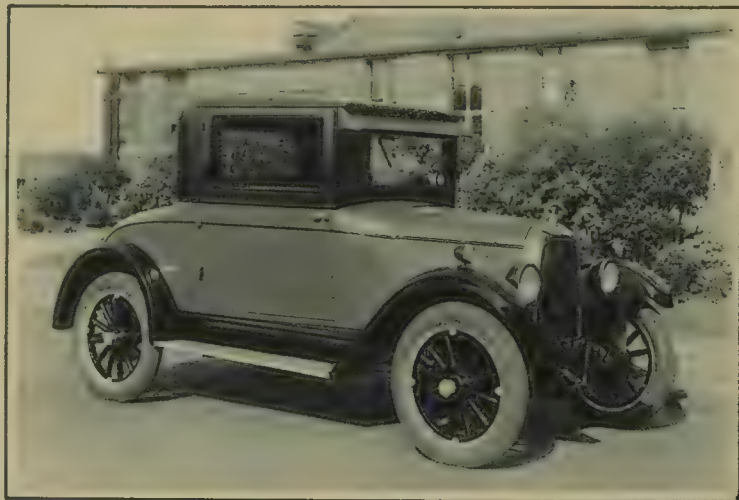
been improved by the fitting of power-assisted vacuum type brakes, but the new big Daimler "double six," with its twelve-cylinder engine, is bound to be the centre of an admiring crowd, as it is probably the highest-powered motor-carriage in the whole of the exhibition. This new engine is said to turn like a turbine, and thereby achieve that perfect smoothness which has always been the central aim of progress of the automobile engineer. In this latest addition to their range, the Daimler Company has succeeded in producing a model that will be universally recognised as being among the world's best cars. Fitted with its big enclosed body, a road test proved that it could crawl at two miles an hour on top gear, yet in a few seconds of time accelerate to eighty-two miles an hour without changing gear. Therefore, in traffic or on the open road the driver is master of the situation with this amount of power behind him, or, literally speaking, in front of him, as engines which can go at walking pace, pulling heavy seven-seated coach-

work, without slipping the clutch with rapid acceleration, are the easiest type of cars to handle. All Daimler six-cylinder engines are extremely silent, as the sleeve-valve engine which they introduced to the world created for the firm the sobriquet of "the silent Daimler." The new "double six" is, if anything, even more silent, and in order that the passengers shall have this silence maintained, that of the worm-driven axle and other parts of the transmission is equal to the engine. This Daimler "double-six" saloon *de luxe* and the enclosed landaulette on the similar type of chassis cost respectively £2450 and £2700, and will show the motor world a new type of the best luxury form of carriage. The other new Daimler model is the light 20-70-h.p. six-cylinder, rated at £20 annual tax.

**Bentley Motors**  
(Stand No. 155).

There is no change in the Bentley three-litre chassis, either in type or price, with the exception of the light tourer, which has been renamed the "short wheel-base standard model." Both this model and the "long" wheel-base chassis have exactly the same details in construction, but one is a foot shorter than the other. The three-litre Bentley has created such a unique position for itself in the world of motors as a fast touring car, capable of holding its own on any Continental road, whether climbing the Alps or racing on the flat, that it is not surprising that no change is required. It is staged with a Mulliner coupé body and with a Van den Plas four-seater sports fabric body, the latter of which is now the fashionable type of fast enclosed car. But the six-cylinder Bentley, which was exhibited for the first time last year, has now had time to get into production.

This is, indeed, a vehicle suitable for the *grande vitesse*, as its six-and-a-half-litre engine, having four valves per cylinder, two inlets and two exhausts, can carry any load in the largest types and forms of coachwork. It has as fast a speed as is possible for the open road to permit. Not that it is suggested for one moment that the "Big Six" Bentley is going to be driven at eighty or ninety miles an hour all day, but because it has such a powerful engine that, once the owner starts it going and it is warmed up, the gear box is practically out of use, as it can do everything on top gear, no ordinary hilly road being sufficient to lower the revolutions of the engine. Thus a reasonably high touring speed can be maintained. Fitted with a Barker's "Sedanca" body, one of this celebrated coachbuilder's latest and most up-to-date designs, this six-cylinder Bentley, with its 12 ft. 6 in. wheel-base, looks a most imposing carriage and well worth the £2525 demanded for it.



COMPLETE WITH FOUR-WHEEL BRAKES, AT £235: THE TWO-THREE-SEATER OVERLAND WHIPPET COUPÉ.

**New Sunbeams**  
(Stand No. 126).

In these days of multi-cylinder engines, one is certain to find new models on the stand of that progressive firm, the Sunbeam Motor Co., Ltd. Here the eight-cylinder Sunbeam will delight those

(Continued overleaf.)

# Lancia

"LAMBDA"

For 1927  
16 H.P.

Now manufactured in CHASSIS form with TWO lengths of wheelbase.

The following is our schedule of bodywork on these chassis:

**LONG WHEELBASE.**

Chassis including coachwork value £75 ....	£570 0 0
English Weymann Saloon .....	795 0 0
English 4/5-Seater De Luxe Touring Car ..	725 0 0
English Coachbuilt Saloon .....	850 0 0

**SHORT WHEELBASE.**

Chassis including coachwork value £75 .....	£570 0 0
English 3/4 Folding Head Coupé with dickey	795 0 0
English 2-Seater with Dickey .....	725 0 0
Italian 4-Seater Torpedo .....	675 0 0

The prices of complete Cars as above include all extras ready for the road, amongst this equipment being a very highly efficient dimming device.

**STAND 63 (MAIN HALL) OLYMPIA**

Latest Catalogue L.N.I. on application.



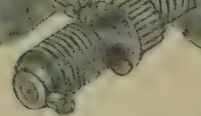
Sole Concessionaires:

**CURTIS AUTOMOBILE CO., LTD.,**  
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Telephone: Mayfair 7050.

**Rotax**

## ELECTRIC LIGHTING & STARTING EQUIPMENTS



THE choice of a car is always a difficult matter, more especially at Show time, with such keen competition in price and value, etc., of the cars offered, but your one sure guide is the Electrical Equipment.

By choosing a car that is Rotax Equipped, you can be sure of getting not only full value for your money as far as the car is concerned, but an Electrical Equipment that will serve you faithfully, under all conditions of service.

**ROTAX HIGH-GRADE BATTERIES**

The Battery is the most important part of your car's electrical equipment, and should therefore be given more than ordinary consideration.

The Rotax Battery has been designed exclusively from the



quality point of view, and not down to a price, and has proved in the biggest public test to which any make of battery has ever been subjected to possess capabilities of endurance greater than any other make in existence.

We give you a cordial welcome to our Stand to see the various ranges and to ask our advice as to the most suitable size for your car.

**OLYMPIA**  
**STAND No. 445**  
MAIN HALL GALLERY

**ROTAX (Motor Accessories) LTD.,**  
Rotax Works, Willesden Junction, N.W.10

Telephone: Willesden 2480.  
Telegrams: "Rodynalite Phone, London."





## On the Rover Stand— No. 104—at Olympia,

you will find a replica of the famous 9/20 h.p. Rover Car which—taken haphazard from stock—was run under Royal Automobile Club observation for a distance of no less than 2007 miles on an outlay of £5—proof positive of the remarkable economy of the renowned “Nippy Nine.” More recently still, a similar car, also taken at random from stock, was driven from Edinburgh to Monte Carlo—1600 miles—on an outlay for petrol and oil of less than four pounds! And no further running expense was incurred throughout. Write for full details of these convincing trials, sent with pleasure on request. The 1927 models are even better value than before. There are 9/20 h.p. Rovers from £220.

# ROVER

Dunlop tyres  
fitted as  
standard.

Other Rover models for 1927 include the 14/45 h.p. car—holder of the Dewar Trophy, 1925, “For Merit”—and the new 16/50 h.p. model which has built up such a splendid reputation in the past six months. Nothing untried or experimental in the Rover range; all models are of proved reputation and reliability.

*The Rover Stand at Olympia  
is on the centre gangway,  
near the Addison Road  
Station entrance.*

**THE ROVER COMPANY  
LTD.**  
COVENTRY, and 61, New Bond  
Street, LONDON, W.1



*(Continued.)*

who can afford to purchase a high-class swift touring carriage, capable of high road performance and with all the reputation of the leading British motor-racing

good example of showing how the modern engine has far distanced the older types in performance and developing power. Its other notable features are rapid acceleration, finished braking, great flexibility, and exceptional hill-climbing capabilities. In the last matter, it is well to add that judicious use should be made by the driver of the gear-box, as, although this 20-h.p. Sunbeam is quite capable of tackling an ordinary ascent on main roads on its top-gear ratio, yet, when long and ultra-steep ascents are to be made, the gear-box, with its well-graded ratios, permits the driver to maintain as high a road average on the hills as he does on the flat. This four-speed gear-box is very easy to change, and the suspension system, with semi-elliptic spring on the front and cantilever springs at the rear, gives easy riding to the carriage and its occupants. The other new six-cylinder

chassis and lowness of its central gravity. This adds to its steadiness and safety on the road, and also gives an exceptionally low running-board and low floor on all these 25-h.p. Sunbeams, so that ladies will find this car much easier to get in and out of than the ordinary standard type of automobile.

#### Marmon Cars (Stand No. 33).

Messrs. Pass and Joyce, Ltd., are one of the big retail agents of many types of cars, and also sole concessionaires for an imported motor-carriage. Their speciality is the six-cylinder Marmon, with its overhead valves, cast-iron pistons, pressure lubricator system, and Delco lighting and ignition. This 6-volt set has 170-ampere per hour battery capacity, so that there is little chance of this 33.75-h.p. car failing to have plenty of "juice" to start its engine, even on the coldest day. The American cars are subject to higher variation of temperature than we have in England, consequently the manufacturers there endeavour to provide a reserve in their electrical outfit similarly as they do in their power unit, by providing rather larger engines than is usual in cars of about the

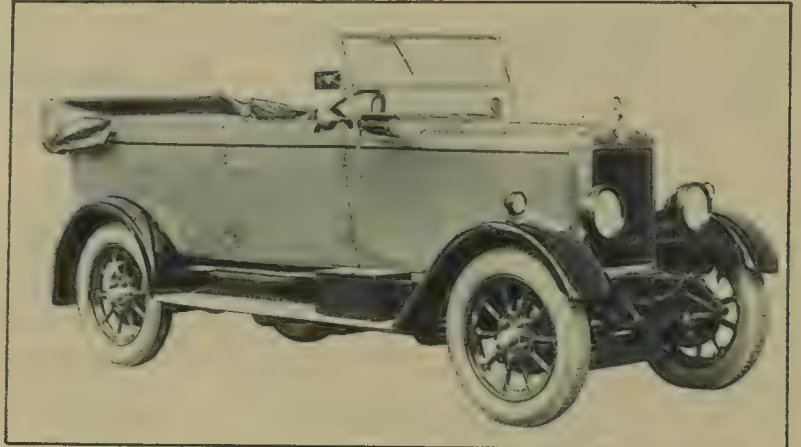


BEAUTIFUL WOODWORK IN EIGHTEENTH-CENTURY STYLE: A QUEEN ANNE DRAWING-ROOM WITH PINE PANELLING BY MESSRS. OSBORNE.

This modern pine-panelled room by Messrs. Osborne and Co., Ltd., of 1, Grafton Street, Bond Street, showing the traditional lines of the Queen Anne period, is an excellent example of modern woodwork and craftsmanship. The ceiling is finished in a deep vellum colour to tone with the walls. We much regret that, in our last issue, through a misunderstanding, the above description was incorrectly applied to one of two photographs of a bedroom designed by Messrs. Osborne in mid-eighteenth-century style. Both those two photographs really showed the same room—one with doors in the panelling opened to reveal cupboards and wash-stand, and the other with the panel doors closed and quite concealing them.

factory behind it. But the general public, who have neither the space to garage nor the means available to purchase the larger eight-cylinder Sunbeam models, will welcome the two new six-cylinder Sunbeam cars in the display at Olympia. The 20-h.p. Sunbeam has an engine of similar capacity to the old four-cylinder 16-h.p. model that has done yeoman service in the hands of many a private owner in the past decade. But the new six-cylinder 20-h.p., as it is called, develops nearly twice as much power as that popular favourite, although its total capacity is no larger. This is a

Sunbeam car is a 25-h.p. model, and the R.A.C. rating is 24. This overhead-valve six-cylinder engine follows closely the lines of Sunbeam design, and runs with remarkable smoothness at all speeds. Both open and closed bodies are carried by the chassis, which will practically accommodate every type of carriage now on the market. Its distinguishing feature outside its excellent running powers is an unusually strong



PRICED AT £240: THE MORRIS-OXFORD 14-28 H.P. FOUR-SEATER.

same price in Europe. This 34-h.p. Marmon provides a very full-size carriage capacity for seven passengers, including the driver. It has the usual four-wheel braking system, and the hand brake has a separate pair of shoes acting on the rear-wheel brake-drum.

*(Continued overleaf.)*



30 H.P. ENCLOSED DRIVE LIMOUSINE, \$1,250

12-14 H.P. 4-DOOR, FABRIC-COVERED SALOON, \$495 COMPLETE

**T**HE Minerva range of cars—those famous sixteen, twenty and thirty horse-power models, all of which have an established and international reputation—are consistently arousing an extraordinary enthusiasm, both in motoring circles and in the Press. These luxurious cars—designed essentially for the buyer who puts quality before price—are for your inspection at Olympia now. Also

#### THE NEW 12-14 H.P. 6-CYLINDER MINERVA 4-DOOR, FABRIC-COVERED SALOON \$495 COMPLETE

Special attention is drawn to the fact that although this model is obtainable at a considerably lower price than has hitherto been associated with the name Minerva, the new car is every inch a product of the famous Minerva factory, and has behind it the world-wide reputation for magnificent workmanship and masterly design inseparable from this distinguished line of cars.

#### CHASSIS PRICES FOR 1927 SEASON

16 H.P. FOUR CYLINDER . . .	£360
20 H.P. SIX CYLINDER . . .	£650
30 H.P. SIX CYLINDER . . .	£800

MINERVA MOTORS LTD., MINERVA HOUSE, CHENIES STREET, LONDON, W.C.1

STAND 57, OLYMPIA

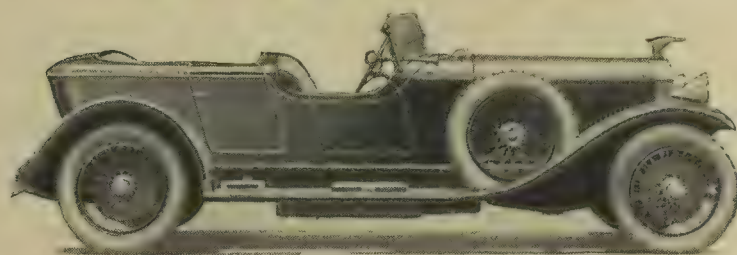


# Isotta Fraschini

THE 45 h.p. "STRAIGHT EIGHT"—  
the inspiration of Automobile Designers all  
over the world for over a quarter of a century—

ON VIEW AT

## OLYMPIA STAND 132



*The  
Aristocrat  
of  
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## An Exacting Standard Rigorously Maintained

THE high standard set by Humber design and craftsmanship is so widely known that it will be sufficient to say that it has been fully maintained in the New 1927 Models. The introduction of the 14/40 H.P. will meet the requirements of those who desire medium power and ample accommodation for a moderate capital outlay. The 20/55 H.P. 6-cyl. Model, on the other hand, represents the fullest degree of Humber engine efficiency combined with the coachwork, comfort and equipment which have earned for the Humber its world-wide popularity.

Your visit will enable our Staff to show you the various points of Humber efficiency.  
If you cannot call write for Illustrated Catalogue.

Humber range of Models for 1927 comprises:

9/20 H.P. 2-3 Seater Tourer with Dickey Seat .. .. £260	15/40 H.P. 5 Seater 4 Door Saloon Landaulette .. .. £835
9/20 H.P. 4 Seater Tourer .. 260	20/55 H.P. 6 cyl. 5 Seater 4 Door Tourer .. .. 725
9/20 H.P. 4 Seater Saloon .. 315	20/55 H.P. 6 cyl. 5 Seater 4 Door Saloon .. .. 940
14/40 H.P. 2-3 Seater Tourer with Dickey Seat .. .. 460	20/55 H.P. 6 cyl. 5-7 Seater Lan- daulette .. .. 940
14/40 H.P. 5 Seater 4 Door Tourer 460	20/55 H.P. 6 cyl. 5-7 Seater Saloon Limousine on long wheel- base Chassis .. .. 1,050
14/40 H.P. 5 Seater 4 Door Saloon 575	
14/40 H.P. 3 Coupé with Dickey Seat 575	
15/40 H.P. 5 Seater 4 Door Tourer 620	
15/40 H.P. 5 Seater 4 Door Saloon 835	

Dunlop Tyres Standard.

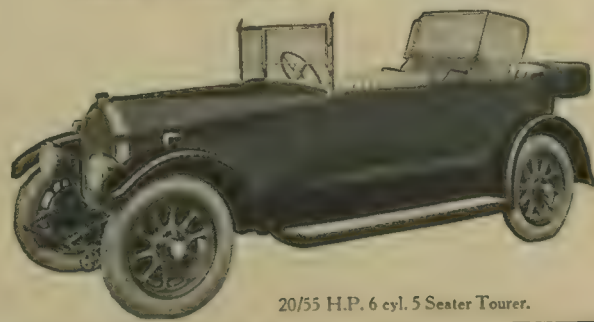
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14/40 H.P. 5 Seater Saloon.



20/55 H.P. 6 cyl. 5 Seater Tourer.



*Continued.]***Minerva Motors**  
(Stand No. 57).

Three examples of the Minerva sleeve-valve engine chassis are on view on this stand at the present Motor Exhibition. These range from the 12-14-h.p. six-cylinder, rated at 17.2-h.p.; the 20-h.p. six-cylinder, rated at 23.8-h.p.; and the 30-h.p. six-cylinder, rated at 30.1-h.p., a progressive series fitted with various types of suitable coachwork as town or country carriages. As the chassis are available for inspection, beyond noting that the Scintilla magneto ignition and the same maker's dynamo and starting set are now a standard electrical equipment for Minerva cars, it will be seen that only minor refinements have been fitted since these chassis were placed on view last year. The six-cylinder motor-carriages are a popular type to-day, and Minerva, a leading Belgian example, is quite as popular in London as in Brussels. The 20-h.p. Minerva enclosed-drive landaulette, painted dark claret, priced at £1100, is staged with the 12-14-h.p. Minerva fabric-covered saloon, listed at £495; so a wide range of pockets can be satisfied at this stand. The 30-h.p. six-cylinder Minerva limousine is excellent value at its price of £1250, which is the highest priced carriage staged on this stand. Sleeve-valve engines are so popular to-day that one does not need to dilate on their silence, neither does one have to lay any stress on the excellence of the four-wheeled braking, on the vacuum-operated system, of these Minerva carriages for providing sufficient stopping power for all times and especially in emergency.

**Lagonda Cars**  
(Stand No. 134).

Once upon a time the Lagonda was quite a small car.

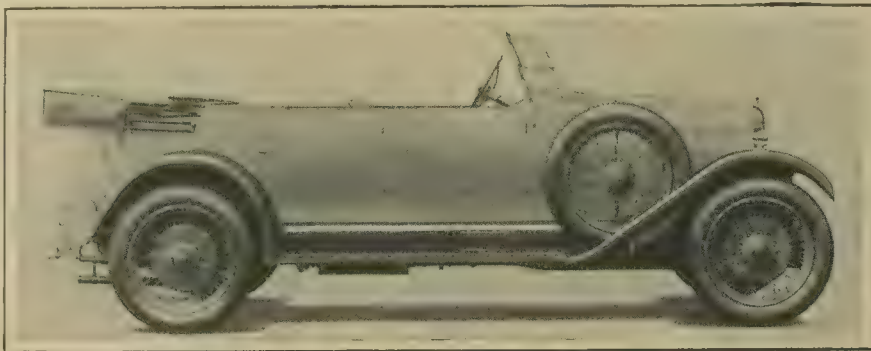
Last year it grew to a 14-60-h.p. four-cylinder model, and three examples of this size are staged at Olympia, respectively as a semi-sports touring car, an open touring car, and the Lagonda saloon. The new model, however, has grown to a six-cylinder, rated at 15.7-h.p., and is styled the 16-65-h.p. Lagonda model, with overhead valves, a four-speed forward gear-box, right-hand change, a

horizontal carburettor, six internal expanding brakes (one on each of the front and two on each of the rear wheels), and the saloon body with partition, seating two persons in front, three in the rear seats, and two



A CAR OF DISTINCTION—ROOMY AND LUXURIOUS: THE 30-H.P. MINERVA.

extra on folding seats. It will thus be seen that it is indeed a full-sized carriage. Owner-drivers will be pleased to note the centralised grease-gun lubrication,



FAST AND STYLISH: THE 14-60-H.P. LAGONDA SEMI-SPORTS TOURING MODEL.

which saves them a good deal of trouble when having to renew the necessary lubrication of those parts of the chassis outside the engine. This carriage is particularly well equipped with fittings, a mechanical

wind-screen wiper, cigar-lighter, ash-trays, parcel-net, two companions, besides the usual clock, speedometer, and all the technical outfit. The 14-60-h.p. Lagonda, with its two-litre engine, gave quite a good account of itself on the road during the past season, so that there is no reason to doubt that the larger model will also prove equally satisfactory, with the advantage of increased power and flexibility given by the six-cylinder engine. The Rubury type of front-wheel brakes are fitted, and the adjustment for all four brakes can be made by the wheel-adjuster mounted on the arm of the brake pedal. The "one-shot" lubrication system takes the form of leading-pipes from inaccessible places of the chassis to two batteries of grease-gun connections, one on each side of the chassis, so that it is only necessary to raised a hinged flap in the valance to perform the operation.

**British Petroleum**  
(Stand No. 219).

"B.P." spirit is represented at Olympia in a stand in the gallery, where much interesting information can be obtained in respect to the three grades of "B.P.," the British petrol. "B.P." for cars and motor-cycles, "B.P. Aviation" for aeroplanes and sports cars, and "B.P. Commercial" for all types of heavy vehicles, are all products of the Anglo-Persian Oil Company, and are refined at Landarcy in South Wales and at Grangemouth in Scotland. The production and distribution of "B.P." spirit provides employment for 20,000 British workers in the United Kingdom alone, irrespective of other parts of the world. During the past twelve months, the evidence of its high quality has been furnished by the number of successes "B.P." motor spirit has achieved in road and track races by cars and motor-cycles, as well as in aviation contests. All three classes of the recent 200-miles race at Brooklands were won on "B.P." spirit, and in the same month in which that race took place the Lympne light aeroplane contests were also held, and the plane that won the £3000 prize secured it with the use of "B.P."

*(Continued overleaf.)*OLYMPIA:  
Stand No. 107

# 18/50 Crossley SIX

THE 18/50 h.p. Crossley Six is a proved car. A large number have been in the hands of owners for over a year and every one is giving complete satisfaction. The Crossley Six, therefore, comes to the Show a proved car. There is nothing experimental or untried about it. It can be purchased with complete confidence. The 18/50 h.p. Crossley has been repeatedly described as the Ideal British

Six. It has a brilliant road performance, excelling in acceleration, hill climbing and speed, but its great charm lies in its smooth, effortless running. Driving it reveals this characteristic and a marked feature of the many congratulatory letters received by the manufacturers is the stress laid on the ease with which the car can be driven and its unique quality of responding to every mood.

## Prices:

5-str. Touring Car	£675
Fabric Saloon	£720
*Enclosed Limousine	£875
*Enclosed Landaulette	£895
*Long wheelbase chassis	

## 14 h.p. CROSSLEY

(R.A.C. Rating 15.6)  
You should also take the opportunity of examining the famous 14 h.p. Crossley, undoubtedly the finest value in its class. Ample power. Full five-seater body. Touring Car

**£350**

Fabric Saloon	£425
Saloon-de-Luxe	£495

CROSSLEY MOTORS LTD.  
MANCHESTER.  
London Showrooms & Export Dept.  
40-41, Conduit Street W.1.





Sole Concessionaires for America's Super Car—

## The MARMON

IT has long been recognised among discriminating motorists that the selection of high-grade cars in the showrooms of Pass and Joyce, Ltd., is without equal. Now, to this fine display, is added the superb Marmon, America's Super Car.

The Marmon will be shown on our

stand at Olympia, and we shall be happy to meet you there or at our showrooms, to discuss this car or any other motoring matter about which you seek advice.

We offer car buyers exceptional facilities for part exchange and deferred payment transactions.

STAND No. 33 (Avenues E F) at the MOTOR SHOW

# PASS and JOYCE

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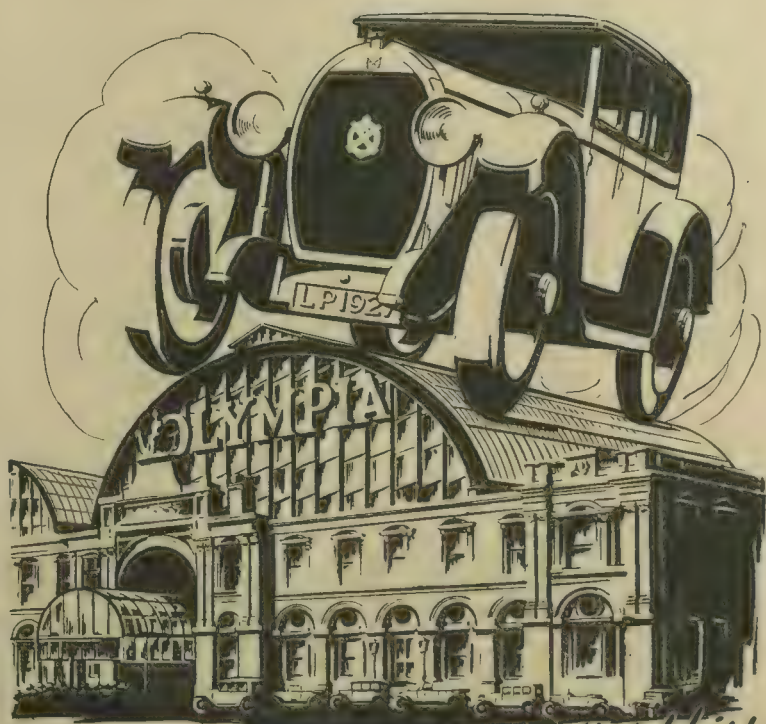
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# HOTCHKISS



*Public opinion places The Hotchkiss  
high above all others*

15.9 H.P. Weymann Saloon - £550

**LONDON & PARISIAN**  
MOTOR CO. LTD.

87, DAVIES STREET, LONDON, W.1.

SERVICE DEPOT: NEWCASTLE PLACE, EDWARD ROAD, LONDON, W.2.

STAND No 56  
AVENUE K.



*Continued.]*

**Lancia Lambda** now manufactured with two lengths of wheelbase, in order to allow it to carry every type of body, according to customers' requirements. Consequently, at Olympia, one finds on this stand the 16-h.p. four-cylinder Lancia short-wheelbase chassis with a Weymann saloon body to carry four or five persons. The Lancia Lambda is a type of motor-car that has a wonderfully efficient engine, so its four cylinders appear to do the work of about eight cylinders, so rapid is its acceleration and so high the speed developed on the road. Yet a child can drive it, as it is so docile to handle when in traffic; but gear-changing is the essence of getting the best value from this well-designed engine. It will keep on top gear as long as any other car, but to get the true value of its accelerating powers, the driver should use the four speeds provided, as it is so easy to change, whether up or down, and its third gives a road speed better than most cars' top of the same rating. The Weymann saloon, costing £795 complete, is a very attractive carriage, upholstered in red antique leather to match the red Weymann material of the outer panelling. The Paris Show proved that on the Continent, at any rate, the Weymann body was the most popular type of enclosed carriage.



WITH A SMART ENGLISH-BUILT THREE-QUARTER COUPÉ BODY: THE NEW 1927 MODEL LANCIA "LAMBDA" 16-H.P. CHASSIS.

This famous car is now manufactured as a chassis only, with two lengths of wheelbase, thus making it suitable for all types of bodies to meet customers' requirements.

England is fast following that example, and one finds this type of coachwork exhibited on more than half of the stands throughout the whole exhibition, that on the Lancia being particularly suitable to this particular chassis.

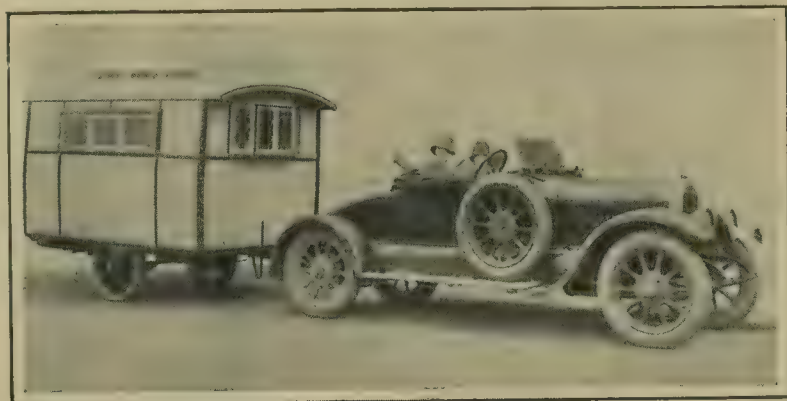
**Damage Gadgets** In the gallery Messrs. A. W. Gamage, Ltd., (Stand No. 424).

have a stall in which they are showing a wide range of the latest and most up-to-date accessories appertaining to motor vehicles and motorists themselves. So varied are these gadgets that one finds here ladies' heel-protectors (as the heels are apt to be damaged by front seat rubber mats) and foot-muffs mixed with radiator-cosies, ash-trays with mascots, driving-mirrors with cosy cushions, to say nothing of those comic characters and dolls that fashion in Paris hangs in the back windows of closed carriages to avert the evil spirit of following vehicles. Ladies who are desirous of presenting their men folk with a motoring Christmas present can here take an opportunity of discovering something that will add to the equipment of the car and yet not cost the purchaser too high a price. Also, husbands, brothers, and fathers can find equally suitable gifts to present to the lady members of their families.

**Dodge Brothers** models of (Stand No. 37).

the 17-24-h.p. four-cylinder Dodge Brothers cars are placed on this stand at Olympia. While the chassis remains practically unaltered during the past twelve months, this 24-h.p. rated engine has two new types of bodies fitted on the chassis,

both of which are shown. Only one type of chassis is manufactured by this firm, but, as four distinctive and characteristic forms of coachwork



THE HAPPY CARAVANNERS: AN ECCLES CARAVAN (NO. 27-8), A MOVABLE HOME ON WHEELS.

are displayed, visitors should have little difficulty in finding one or other of them suitable to their requirements, especially at the low price to which these have been marked down. The new models are the "special saloon" and the two- and four-seater "sports" models. This is one of the American firms that early adopted the all-steel four-door body, and there is no questioning that their experience has led others to follow their example. The new "special saloon" is lacquered maxine-blue, with upholstery in smoke-grey mohair velvet; while the chassis has five disc wheels provided—one, of course, as its spare—with balloon tyres, spring-gaiters, shock-absorbers, and a large number of useful accessories in the form of a driving mirror, clock, petrol-filter, automatic wind-screen wiper, scuttle ventilator, and front and rear bumpers. The nickel plate radiator serves to heighten its attractive appearance. The "sports" model, also with an all-steel body, has a very roomy dickey-seat which will accommodate two persons, with ample room for luggage, and this car has a non-scratchable lacquer, as the American manufacturer calls the cellulose paint, coloured pheasant-green with cream line, to ornament its general character.

*[Continued overleaf.]*



## ALWAYS VICTORIOUS.

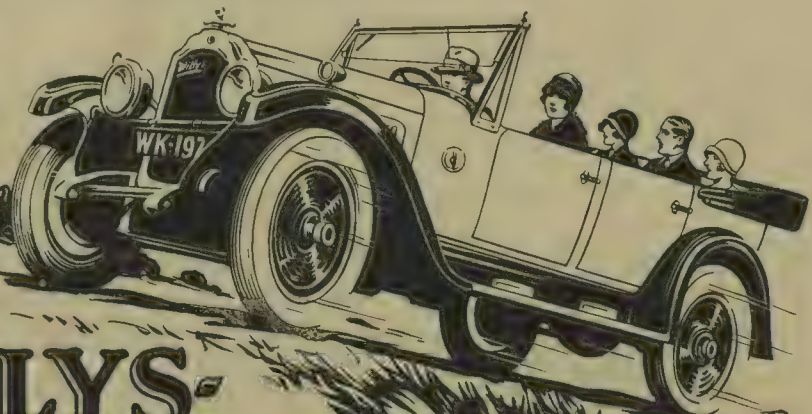
ONE hill after another yields to the onslaught of the 20 h.p. Willys Knight Sleeve-Valve Six.

BIRDLIP PARBOLD SAWLEY BROW SOUTHWICKE  
SOUTH HARTING MAM TOR ASTON LANSDOWNE

These and many others are top-gear climbs for the 20 h.p. Willys Knight. It is all due to the high efficiency design of the six-cylinder sleeve-valve power unit, which combines this hill-climbing capacity with a speed of 65/70 m.p.h. on the level and an average petrol consumption of 20/24 m.p.g. The same brilliant performance is also a feature of the 25 h.p. Willys Knight—the only car to hold an R.A.C. Certificate for a successful journey from Land's End to John o' Groats entirely in top gear by the accepted route.

Try the Willys Knight yourself, there is no other car like it. See it at Olympia or send for Catalogue "LN." and full particulars.

OLYMPIA  
STAND NO  
136



WILLYS-  
KNIGHT  
SLEEVE VALVE SIX  
MODEL 20-20-7HP.

WILLYS OVERLAND CROSSLEY,  
Ltd. Works, Sales and Export Dept.:  
Heaton Chapel, Stockport. London  
Showrooms: 151/153, Gt. Portland  
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11, Lots Road, King's Road, Chelsea.

### 1927 PRICES.

#### 20 h.p. Models

5 Seater Tourer	- £375
5-Seater Tourer (English Coachwork)	- £395
2/3 Seater with Double Dickey (English Coachwork)	- £395
4-Door Saloon	- £495

#### 25 h.p. Models

5-Seater Tourer	- £520
2/3-Seater Roadster with Double Dickey	- £520
5-Seater Saloon	- £695
7-Seater Saloon	- £750



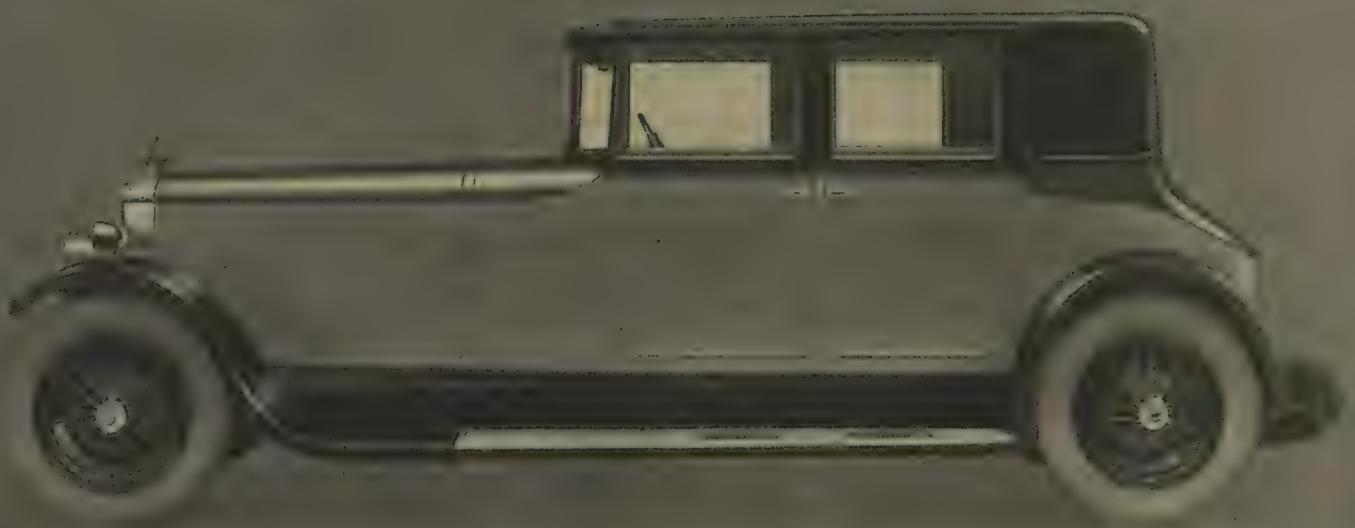


BY APPOINTMENT

# Daimler

## “DOUBLE-SIX”

THE ENGINE THAT TURNS LIKE A TURBINE



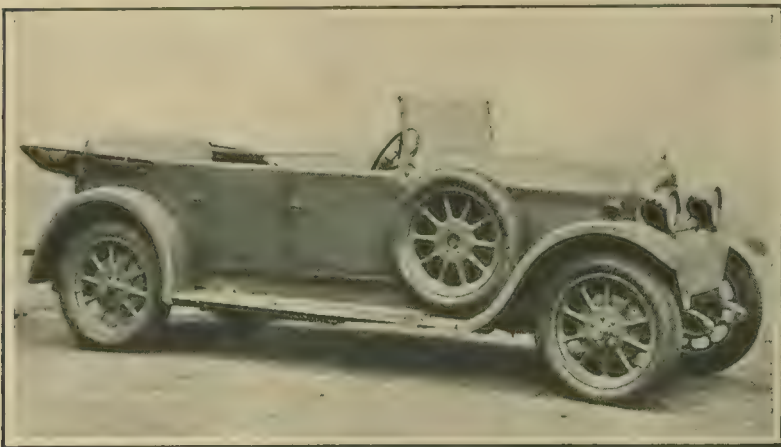
SUPREME AMONG THE  
WORLD'S BEST CARS



*Continued.]*

Clement Talbot (Stand No. 67). Talbot cars have always been prominent, owing to their excellent road qualities, since the early days of motoring. In the past they have

gear-box with right-hand change lever, good suspension, and cantilever rear springs, medium-pressure Dunlop tyres and 12-volt Rotax lighting and starting set, it is excellent value at £395, with a five-seated touring body as exhibited.



SERVICEABLE FOR LONG-DISTANCE WORK: THE NEW 14-45-H.P. SIX-CYLINDER TALBOT FIVE-SEATER TOURING CAR (PRICED AT £395) SHOWN AT OLYMPIA.

usually given their customers the choice of several different-powered models. This year they are introducing and concentrating on a new six-cylinder Talbot, which they style their 14-45-h.p. model, carrying a £14 annual tax. In these days, when quantities have to be turned out in order to reduce costs and satisfy the demand, this new 14-45-h.p. six-cylinder model should be welcomed by a large body of motor-drivers, as it has all the features of the general utility carriage, combined with that turn of speed which adds to the safety of its occupants when the driver is caught in tight places. For, though the novice may not appreciate it, one of the safety factors in driving is having an engine that immediately responds to the accelerator pedal, and so enables the car to get away quickly in the space that is clear before the driver, which a few seconds later may not be available if the engine hangs fire. Mr. Louis Coatalen, who is responsible for its design, has always managed to strike the demand of the market fairly accurately. There is no doubt that this 14-h.p. rated Talbot, with its modest 1666-c.c. capacity, will prove popular with the owner-driver, whether carrying open or closed coachwork. With a four-speed

been designed for the owner who wants a comfortable car capable of giving a good average speed with good acceleration, and not to indulge in racing or sporting events, but just simple carriage work. At its price of £940 complete for these closed types, it should find favour. The new 14-40-h.p. Humber is the natural evolution of the 12-35-h.p. model, which it has now superseded. This car has a little extra power, little larger seating accommodation than the older type, and it is the ordinary family conveyance that gives really good service, quite good speeds, and can be relied upon to give little or no trouble to maintain it at its full and proper working order. The 15-40-h.p. Humber is also retained in the 1927 programme

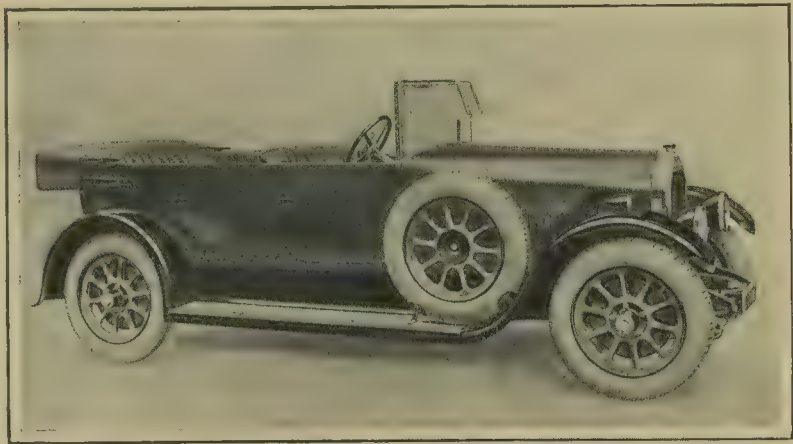
#### Humber Cars (Stand No. 95).

Humber engines are distinctive attractions, in that they combine the overhead-valve and side-valve on one and the same power unit. The inlet has an overhead actuating arrangement, and the exhaust-valves are the usual side pattern on all of the models, whether it be the new six-cylinder 20-55-h.p. Humber, the new 14-40-h.p. four-cylinder model, or the small 9-20-h.p. popular Humber which has been so well favoured by the motoring community during the last season. The new six-cylinder car is equipped with saloon and landaulette coachwork, and has

by this firm, which is, by the way, one of the most prosperous at the present time in the motor world. That, no doubt, is due to its providing the type of cars the public want and not asking too high a price, and, at the same time, not cutting down their cost to an unremunerative selling value. At any rate, this stand provides a very wide range of cars, starting with the small 9-20-h.p. up to the big six-cylinder, which, after all, is not really a big car in money or engine dimensions, though it develops power to carry a full-sized load. Medium-powered vehicles are the popular type, and the Humber Company are successfully providing them.

#### Dunlop Tyres (Stand No. 514).

The Dunlop Rubber Co., Ltd., are showing their full range of motor covers and tubes, as well as a variety of accessories, in the gallery at Olympia. Here you can see their beaded-edge tyres, straight-sided tyres with flat base rims, balloon tyres with well-based rims, and medium-pressure tyres with well-based rims. As winter is coming on, the average car-owner seeks to prevent draughts penetrating through the slots cut in the floor-boards through which the pedals work. Here on the Dunlop stand you will see floor mats whose cunningly devised slots permit the pedals to work freely, yet practically eliminate all draughts penetrating to freeze the driver's legs. And

*(Continued overleaf.)*

ROAD TRAVEL DE LUXE: THE 1927 HUMBER 20-55-H.P. FIVE-SEATER SIX-CYLINDER TOURING CAR (PRICED AT £725)—THE SPARE WHEEL SIDE.

# SUNBEAM LEADERSHIP

OLYMPIA  
STAND  
106

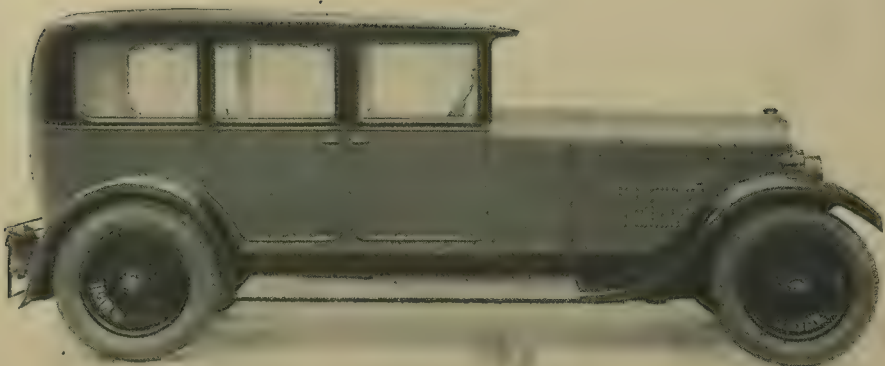
SEE the new Sunbeams at Olympia. From the remarkable 16 h.p. Six Cylinder to the 35 h.p. Eight Cylinder there is a range of models that presents an unrivalled combination of efficiency and value.

Trial runs can be arranged at any time and delivery given of a limited number of these new models.

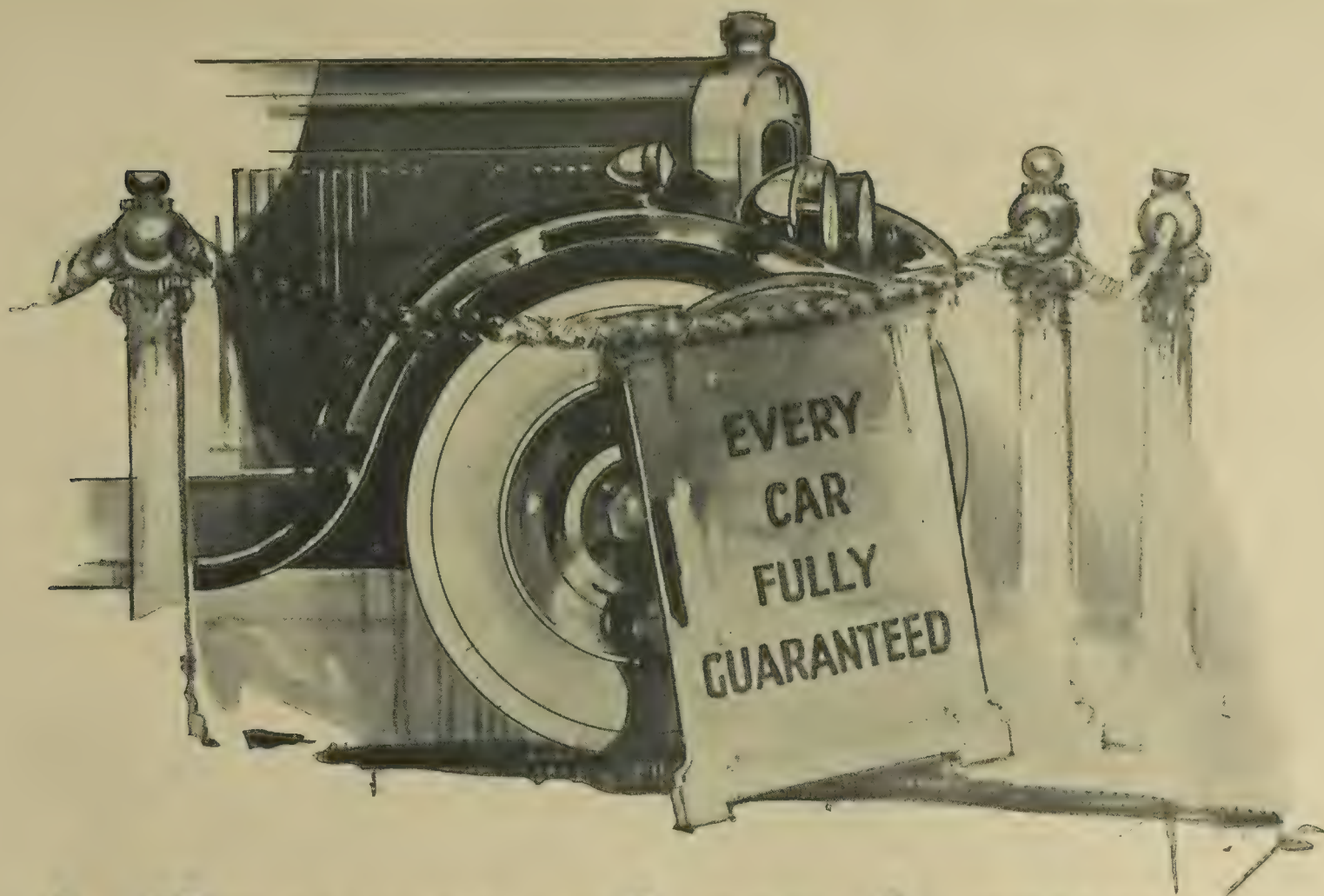
16 h.p.	Six cylinder Touring Car	£550	3 litre	Six cylinder Four-seater Sports	£1125
	Closed Models from	£675			
20 h.p.	Six cylinder Touring Car or Two-seater	£750	30 h.p.	Eight cylinder Touring Car	£1395
	Closed Models from	£850		Weymann Saloon	£1550
25 h.p.	Six cylinder Touring Car	£950	35 h.p.	Eight cylinder Enclosed Limousine	£1975
	Closed Models from	£1150		Enclosed Landaulette	£1975

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON

London Showrooms & Export Department: 12, PRINCES STREET, HANOVER SQ., W.1  
Manchester Showrooms - - - - - 106, DEANS GATE







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When a manufacturer guarantees the new car he sells you, he presupposes the same care on your part in running the car as he on his part has exercised in producing it.

A guaranteed car deserves a guaranteed spirit which will not foul or slow up the engine. Use only a guaranteed petrol—PRATTS, and use it consistently. It is obtainable wherever you tour, from pumps bearing the well-known Guarantee Certificate.



# Pratts

The  
Guaranteed Petrol

INTERNATIONAL  
ROAD TRIALS.

Both Trophies  
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Gold Medals  
won on PRATTS

KING'S CUP  
AIR RACE  
won on PRATTS

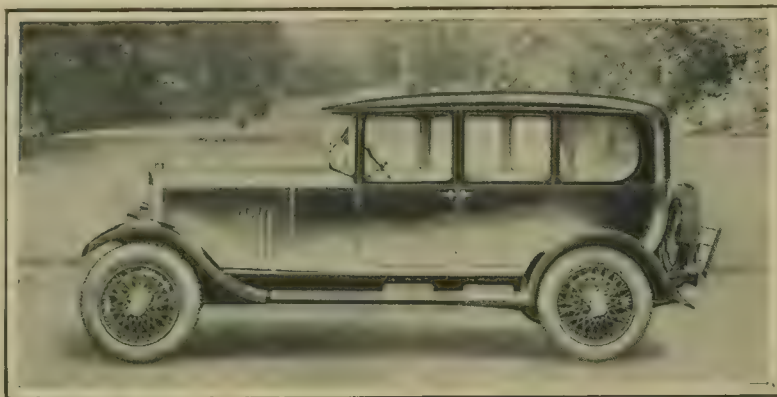


*(Continued)*

besides the ordinary floor matting there are running-board mats and other additions to previous years' range of useful accessories. The tyre testers, for instance, are a most important gadget in these days of low and medium-pressure tyres, which need testing daily to keep an even pressure so as to get the best results out of the tyres themselves, and to make steering as light as possible for the driver. Those who have to do their own tyre shifting will be interested in the balloon-tyre demonstration which takes place daily here by representatives of this firm, showing in practical fashion how easy it is to fit and to remove Dunlop tyres fitted to well-base rims. Knowing how to do these jobs always makes the task easier, and, as well-base rims and Dunlop tyres are fitted on the greater proportion of cars exhibited at the present Olympia Show, motorists are almost bound to learn how to shift the tyres, as sooner or later this job of work will have to be performed by them. Our present roads may be smooth and freer from flints than those laid down in the days of MacAdam, still, punctures do occur even nowadays, and tubes have to be repaired, and so, therefore, covers removed. The Dunlop demonstrators show you how to do this with the least possible amount of effort.

**Clyno Cars** (Stand No. 158). Reduced prices, a progressive policy, and good value for money is the programme for 1927 of the Clyno Engineering Co., Ltd. There is no doubt as to their giving good value for money expended, as the 11-h.p. two-seater and four-seater Clyno cars, with front-wheel brakes, well-equipped coachwork both open and enclosed, are listed at prices that are indeed as low as, if not lower than, any of their rivals staged at Olympia. Here a two-seater with front-wheel brakes is obtainable for £160; and a four-seater for £172 10s.; with the saloon at £230. What more can one ask at such a small expenditure? But if times have been sufficiently prosperous to let the motorist expend a little more money, there is the 12-28-h.p. Clyno model available at £215 as a two-seater, £220 as a four-seater, and £250 with a completely new full-sized saloon body; sloping wind-screen, domed rear panel, swept cantirail, patent slam locks, and such luxurious internal fittings that one wonders how it is done. The stand attendant will tell you that

"quantity production so considerably cheapens manufacture that now we are selling in our thousands we can afford to reduce the prices." Right-hand gear-



LUXURY AND GOOD STYLE: THE NEW LEA-FRANCIS SIX-CYLINDER 14-40 SALOON AND TOURING CAR, INCLUDED IN THE OLYMPIA SHOW.



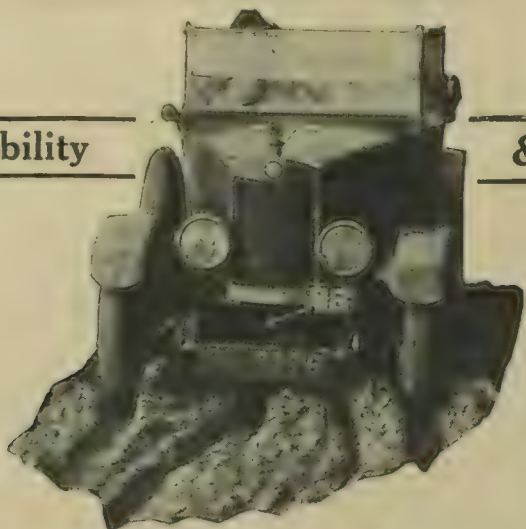
SMART AND INEXPENSIVE: THE REMARKABLE NEW 12-28 CLYNO SALOON, PRICED AT £250, AND EQUIPPED WITH EVERY MODERN REQUIREMENT.

change and brake controls do not interfere with the ease of ingress or exit through the wide doors, and ample leg-room is provided in all of these carriages; but any lady who is visiting the Show can test for herself the comfort of the cushions in all Clyno cars, whose leather upholstery is guaranteed to wear and keep its appearance, even with very rough usage. Motorists who have families of which the active small boy is no inconsiderable part will welcome this use of stout leather for the cushion upholstery. It is easily cleaned, and certainly makes as comfortable a seat as less hard-wearing cloth fabrics.

#### Bean Cars (Stand No. 141).

A new six-cylinder car is the principal novelty at the stand of Bean Cars, Ltd., which is the natural outcome of the success they have had during the past two years with the 14-h.p. Bean. That car has done much to help to increase the popularity of British motor-vehicles in Australia and other Dominions, but, having to compete against the six-cylinder American rivals, Bean Cars wisely realised that the extra pair of cylinders gave a more flexible engine, and so enabled it to hold on to top gear longer on rough roads than one of only four cylinders. So the new 18-50-h.p. six-cylinder Bean has all the general typical features of Bean design, added to an improved overhead-valved six-cylinder engine. The cylinders have a bore of 69 mm. and a stroke of 120 mm., giving a total capacity of 2692 c.c., and the overhead valve-gear is well designed, the valves being operated by push-rods fitted with a neat adjustment on the rocker-arm, the valve gear being enclosed by oil-tight aluminium covers. The ordinary touring car, that seats five people quite comfortably, now costs £465, and so this new six-cylinder Bean chassis is very little more than the original price of the 14-h.p. four-cylinder Bean when it was introduced in 1924. That car is still retained, but is known now as the "long fourteen," and fitted with closed coachwork only, as the shorter chassis, known as the "short fourteen," is provided for open touring bodies and a light four-door saloon. Both the price of the four-cylinder 14-h.p. Bean cars and the 12-h.p. Bean vehicles has been considerably reduced; in fact, the new "short fourteen" tourer four-seater is now priced at £295, a drop of £100 as compared with the 14-h.p. Bean of last year's exhibition. *[Continued overleaf.]*

### Reliability



### & Economy

BRITISH GOODRICH  
TYRES FITTED AS  
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1000 Miles Small Car  
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SPECIAL AWARD  
for Hill Climbing, Con-  
sistent Reliability and  
Condition after Trial

If you want unfailing reliability in your car, coupled with ample power and comfort, get a Lea-Francis, the merits of which are proved again and again in open competitions.

For 1927 an entirely new model is offered, a 14 h.p. Six-Cylinder Touring Car which embodies the cumulative experience gained in 2 years

of participation in all the principal trials on road and track.

You must see it, either at Olympia or at your leisure in our showrooms.

There are Lea-Francis quality cars from £210.

Deferred payments and exchanges can be arranged.

Write for particulars

OLYMPIA  
STAND  
11

LEA AND FRANCIS Ltd.,  
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Have Your Car  
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## CAROLAC

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### THE OIL OF MERIT

WE ARE EXHIBITING a full range of SPEEDOLENE, and a qualified staff will be in attendance to explain the cause of engine troubles, 75 per cent. of which are due to incorrect lubrication.

NO MATTER whether you are interested in oil from a technical, trade or user's point of view, we are ready and anxious to give advice.

SPEEDOLENE is an ALL-SEASON OIL enabling you to use the SAME GRADE THE WHOLE YEAR ROUND.

If unable to visit the Show, write for interesting "Speedolene" brochure

SILVERTOWN LUBRICANTS, Ltd.,  
Minoo Wharf, London, E. 16







See the New

# RENAULT 14/45

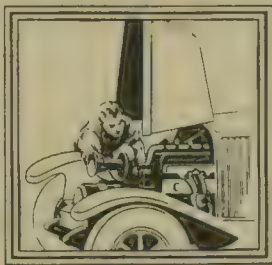
at Stand No. 126 when you visit Olympia.

"A fine car, even for a Renault," fairly expresses the verdict of independent experts on the new 14/45. And a really fine car she is, by every technical and driving test. Her speed of over 60 miles an hour is worth noting, for she is eager to go fast. But more than speed you sense her stamina. You feel it in the engine's healthy sound of power, and in the way she holds the road. Cornering, she almost seems to run on rails.

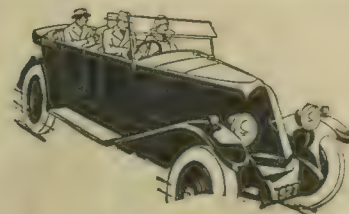
Her specification, too, shows many interesting features. The famous torque tube drive, for instance; automatic ignition

advance; twin-jet carburetter; bronze bearings; internal expanding four-wheel brakes. Protected radiator behind engine; detachable cylinder head, etc.

But more important is the manner of her making. From drop forged steel axle to streamlined body-work she is good all through. Such a chassis would be thoroughly reliable



on an expedition across the desert. It is proof against hard conditions, and repair shops don't know it exists. See this new Renault at Olympia or visit our showrooms for a trial run.



9/15

## Abridged Specification

Four cylinder Tax £9. Detachable cylinder head, centrifugal pressure lubrication. Thermo-syphon cooling. Protected radiator behind engine. Twin-jet carburetter. Dyna-start 12-volt starting and lighting system. 3-speed floating gear-box. 4-wheel brakes. Five detachable steel disc wheels fitted with low-pressure tyres.

EQUIPMENT.-Electric horn, speedometer, clock, tool kit and jack.

MODELS.-4-seater Torpedo, £198. 2-seater All-weather with single dicky, £245. 2-door Saloon, £235. Sports, £265.

£198

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RENAULT LIMITED Head Office and Works: 20, Seagrave Road, West Brompton, S.W.6.



Continued.]

**Pratt's Spirit**  
(Stand No. 270).

There is a very human story linked up with the exhibit of Pratt's golden pumps at Olympia. Pratt's found several years ago that some system would be welcomed by motorists which would make certain that the petrol delivered from the roadside pump was positively the spirit of the brand named on the pump. It was simple enough to deliver the petrol into a bulk storage-tank connected with a pump and seal it so that no adulteration or substitution of an inferior petrol could be carried out. It was less easy to find a way to allow the dealer to measure the contents of the sealed tank, any opening through which a measuring stick could be dipped meaning an opening by which other petrol could be poured into the tank. Then the proprietors of Pratt's Motor-Spirit, the Anglo American Oil Company, came across an inventor who for twenty-five years had been struggling, not so much to perfect a measuring gauge which would allow distillers to know the contents of a spirit vat closed by the Excise seals, as to get his patent taken up. What the distillers had been declining is exactly what was wanted for the sealed tanks of petrol, and the rights of the patent for use with all oils and petrols were acquired by the proprietors of Pratt's Motor Spirit, who were thus able to put in the field a guaranteed pump. This was about six years ago, and, because the "Depth-o-meter" gauge is manufactured by Pratt's under royalty terms, the inventor has made a small fortune, having nothing to do but sit still and receive his regular cheques as more pumps of this type are erected all over the country. So, while Pratt's golden pumps pour streams of petrol to the motorist, they have also poured a golden stream into the pocket of the inventor of the gauge. Various types of these pumps are exhibited, all fitted with visible discharge meters and a lubricating oil cabinet that permits branded oils to be drawn from it on the same principle as the petrol supplied—namely, by means of a pump.

**Isotta Fraschini**  
(Stand No. 132).

A most noble carriage is to be found on the stand of the Isotta Fraschini Company at Olympia, where the celebrated Italian manufacturers of automobile carriages stage one of their new straight eight-cylinder Isotta Fraschini chassis, adorned with a Hooper-built enclosed cabriolet body with collapsible head and patented folded extension over the driving seat. Painted grey and black, with its interior up-

holstered in fawn velvet hide and cloth, polished woodwork, and mahogany cabinet between the occasional seats, the complete vehicle is most imposing. The Isotta Fraschini, with its long bonnet and extended wheel-base to match, always attracts the visitor to the annual Olympia Show, as it represents the highest class of automobile engineering combined with the best possible coachwork made in the world by high-class British coachbuilders. Mechanically, the chassis apparently has received little alteration during the past season, but as this Isotta Fraschini is capable of proceeding at over eighty miles per hour when asked for, with the body filled with its full complement of six people and their luggage, it is not to be wondered at that it required no alteration or improvement. It always was a silent-running engine, and the firm was one of the earliest of the high-class European motor factories to make the multi-cylinder engine its standard production. To-day, other eight-cylinder and twelve-cylinder models may be found in a survey of the various stands at Olympia, but the Isotta Fraschini, at any rate, can rightly claim to be the first to initiate this as its standard policy.

**Lanchester Carriage**  
(Stand No. 108.)

Fortune in the ballot has placed the Lanchester Motor Co., Ltd., in the central avenue of the main hall at Olympia, the coveted spot, as the public entering by the Addison Road entrance naturally pass down this main aisle before proceeding to the other parts of the building. On their staging, examples of both 21-h.p. and 40-h.p. six-cylinder Lanchester cars are exhibited, together with a 21-h.p. chassis. The chassis allows the visitor to inspect the high-class workmanship and cleanness in design of the mechanical features of Lanchester vehicles. Mounted on the 40-h.p. chassis is an enclosed body built by Hooper's, having a patented folded extension over the driving seat. The exterior is painted buff colour with black mudguards, bonnet and mouldings, while brown leather has been chosen for the front seat upholstery, with the interior cushions in brown horsehair cloth to match. As if hair seats were not soft enough, these have been provided with down-stuffed overlay cushions, covered with velvet hide. In this carriage, there is seating accommodation for six persons, including the driver, with a fixed division separating the driver's seat from the rear compartment. Ladies will note the beautiful polished walnut of the interior woodwork, together with the useful fittings for their

convenience in the shape of companions. Triplex safety glass is used for the windows and screen, so that silence and safety can be justly claimed as the features of this handsome Lanchester carriage. The 40-h.p. Lanchester is provided with the three-speed silent epicyclic gears, which are the only form of gear-box that the unpractised driver can change up and down instantly and with absolute silence, as the wheels are always in mesh, so cannot clash. The 21-h.p. Lanchester is provided with an enclosed drive V-front limousine, which is entirely free from bodywork mouldings.

**Alvis Cars**  
(Stand No. 39).

The well-known high performance of Alvis cars both on the road and on the track has brought them into prominence during the past few years. This firm are making no drastic alterations either in prices or in the details of the cars themselves, simply refinements over the standard productions of 1926, to rectify those minor faults which existed, in order to produce the 1927 models. The coachwork has been still further improved in design, is smart in appearance, and still better equipped, as every Alvis car now has a mechanical wind-screen wiper and a luggage-grid, while open four-seated vehicles for touring and the sporting type respectively are fitted with an Auster folding wind-screen. The four-seater saloon has been reduced by £45, but otherwise prices remain much about the same as they were last year. The two-seater sports car, it will be noticed, is now fitted with its outside exhaust-pipe plated, and a standard Brooklands silencer, which further embellishes the appearance of this vehicle and makes its progress along the road less likely to attract the attention of the over-zealous constable. This sporting chassis is entirely distinct in many respects from the Alvis touring models, and is guaranteed to have a speed of eighty miles an hour as a minimum for its fast rate, and doubtless the skilful driver would be able to extract a few more knots from it if necessary. During the past season it gave a very good account of itself on hill-climbs, and the new model will no doubt prove equally successful during the coming season. Both the saloons and the coupés shown on the stand make admirable touring cars, and those who have driven Alvis models know how docile they are in traffic, which, added to their excellent powers of acceleration, permits these 12-h.p. cars to put up a very high average road speed when touring.

# When at the SHOW call at STAND N<sup>o</sup>. 403

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and see how we  
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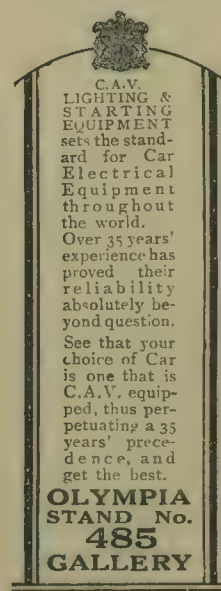


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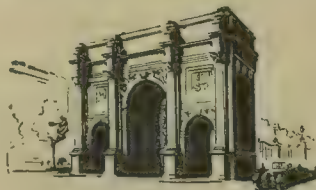
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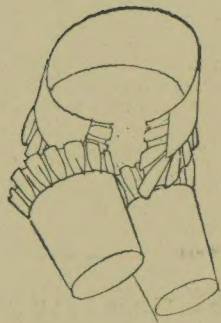
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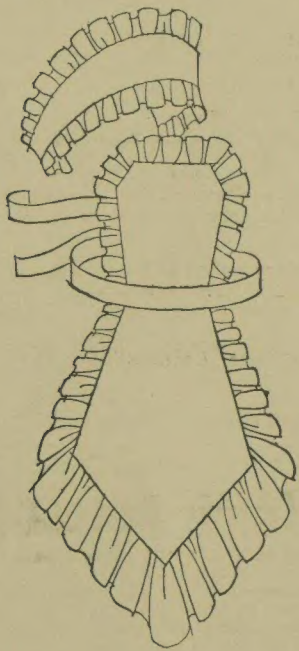
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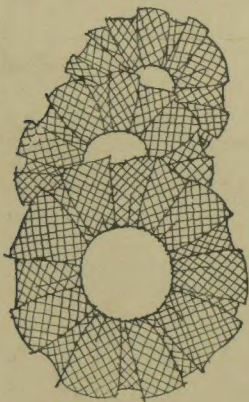
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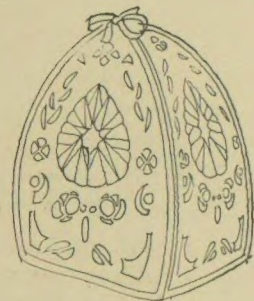
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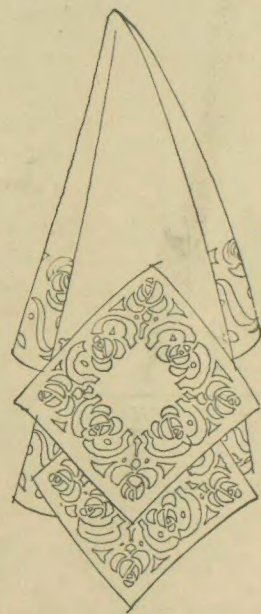
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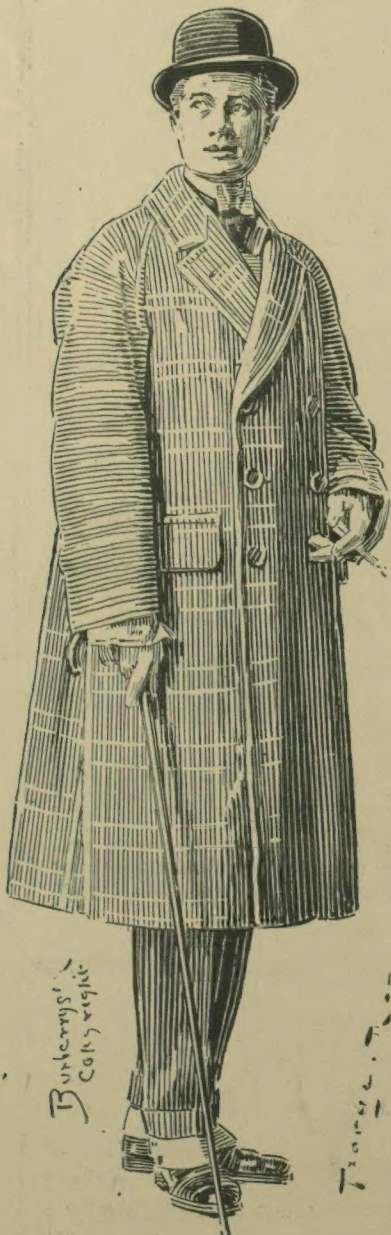
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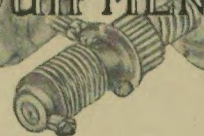
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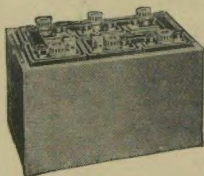
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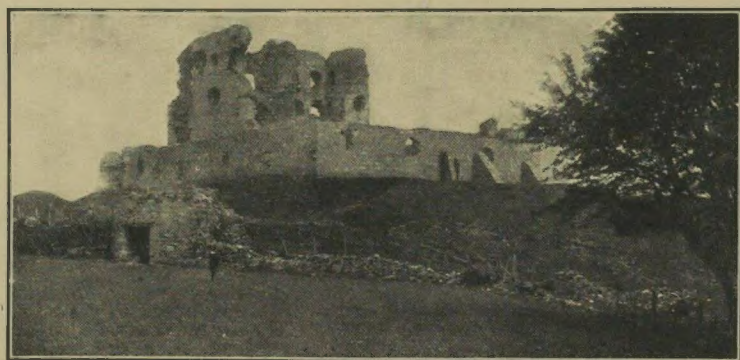
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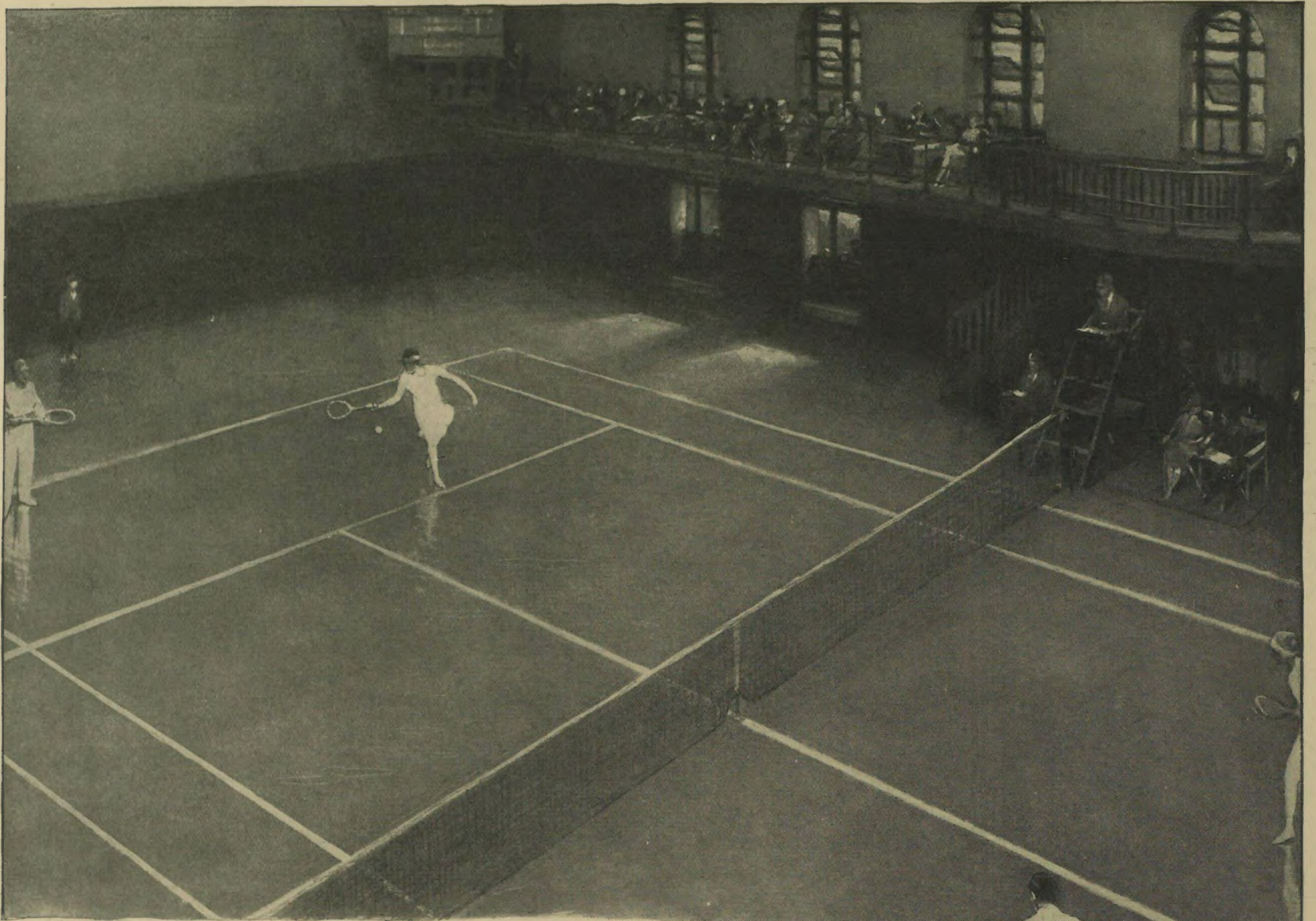


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## FAMOUS SPORTING CLUBS OF THE WORLD



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## QUEEN'S CLUB

Queen's Club was opened in 1887, the Jubilee year of the accession of Queen Victoria, who became a patron of the Club. It superseded the old Prince's Club in Hans Place and also provided a new home for the Inter-Varsity athletic sports.

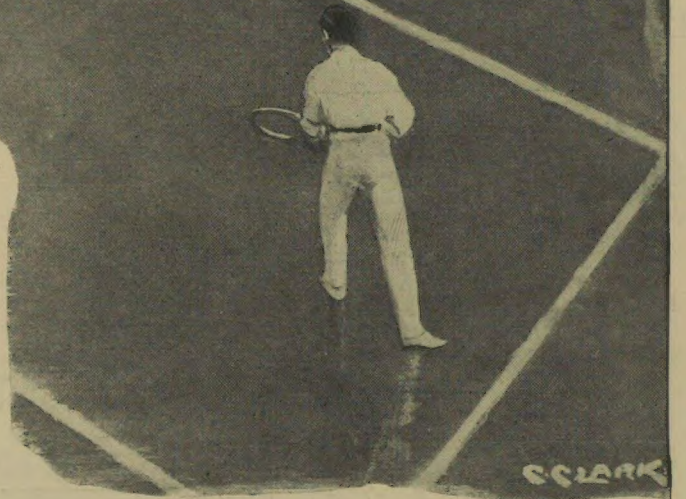
To-day the Club is first and foremost the home of all ball and racquet games.

Its fame as a Lawn Tennis Club is world-wide and the grass courts are some of the best in the country. In addition to these there are hard courts and fine covered courts with wooden floors—of which the Club is particularly proud. Thus at Queen's, lawn tennis can be played all the year round.

Ever since the days of the Renshaws, the majority of leading British players have been members.

As a school for the game, Queen's is unique. A staff of residential professionals are available to give lessons at all times; whilst for tennis and racquets, the redoubtable Peter Latham, a double world's champion, acts as professional to the Club.

The chief athletic meetings held on the track are the Inter-Varsity, Public Schools (Past and Present), Relay Races, Woolwich and Sandhurst Inter-Sports. One of the possessions of the Club is a sketch book, in which are recorded various athletic feats which have been performed at Queen's. Many are interesting; some are bizarre.



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